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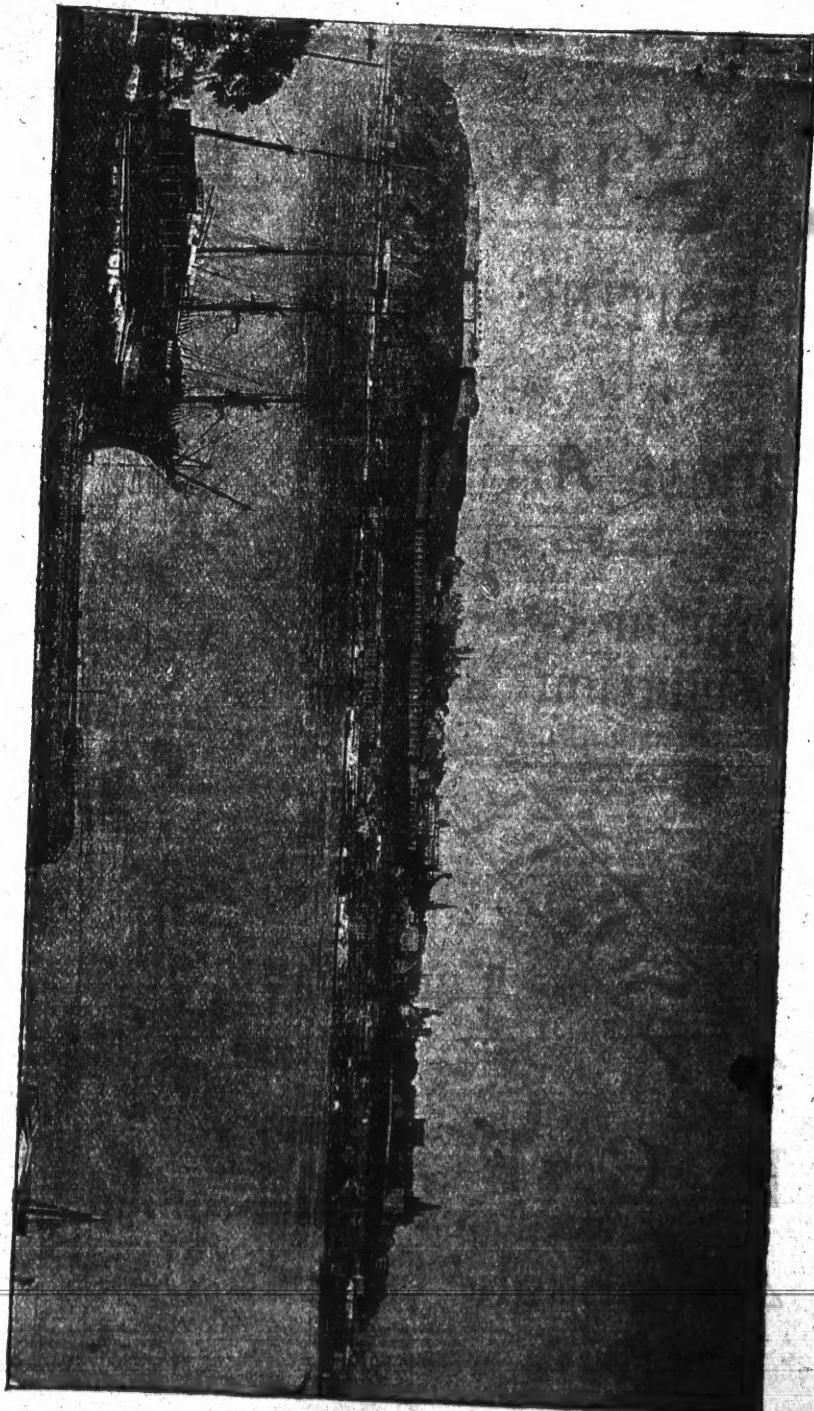
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Historical Sketch.

In drawing the following outlines of the historical progress of Quebec, it becomes occasionally requisite to diverge into the history of Canada, with which that of Quebec is so immediately connected that any sketch of the latter must be in a great measure incomplete without a recital of events in other parts of the Province which preceded and attended the founding of that celebrated fortress. It will be our aim, however, to confine our attention as strictly as possible to the subject of this sketch, from which we shall only deviate so far as it may be necessary to present to the reader a clear and continuous narrative.

The discovery of America having led to the settlement of the colonies in the south which opened so sudden and fruitful a source of wealth to Spain, the attention of France was naturally directed to a similar effort for the extension of her power and enlargement of her commerce in the erection of a colony which would serve as a drain for her superfluous population and pour, after a short interval, into her harbors the newly developed riches of the western hemisphere. John Verrazani, an enterprising seaman, was accordingly commissioned by Francis I, in the year 1524, to undertake a voyage to the west. The first land at which he arrived was Florida, from which he proceeded northward along the coast as far as the 50th degree of latitude, and returned to Europe after taking nominal possession of the country under the title of New France. Having made an accurate survey of the shores along which he passed, comprising the principal portion of the seaboard of the United States, he presented to the King on his return the fruits of his labor. On repeating his visit in the following year he is said to have been murdered by the Indians—an event, however, resting solely on the authority of a tradition, the accuracy of which has been disputed. An interval of nearly ten years elapsed before another attempt was made to explore this part of the coast. Jacques Cartier, who was engaged in 1534 to conduct this enterprise with two vessels of 60 tons each, prosecuted his object with more success. After anchoring for a few days in the harbor of St. Catherine, Newfoundland, he proceeded along the coast of Labrador, and crossing the gulf to which he gave the name of St. Lawrence, he anchored in a bay which he called—from the excessive heat the *Baie des Chaleurs*. At Gaspé he remained a few days and had some intercourse with the natives, two of whom he managed to smuggle on board and carried with him to France to which he returned after making but little further progress up the river. His representations induced the King to equip another expedition of three vessels with which he sailed in the following year. Passing between the Isle of Anticosti and the northern shore he explored the St. Lawrence until he arrived at an island to which he gave the name of Bacchus, from the profusion of wild vines with which it abounded. This is now the Island of Orleans. Here he went on shore accompanied by the Indians whom he had taken with him on his former voyage, and whose favorable account of the treatment they had received conciliated at once the goodwill of the natives. On the following day their chief Donnacona paid Jacques Cartier a visit in state, attended by his followers in twelve canoes, and mutual protestations of friendship took place on the occasion. Having secured thus happily a friendly intercourse with the natives, Cartier proceeded up the river in search of a secure place of anchorage for his little fleet. At the mouth of the little river he found the desired haven on which he conferred the name of *Part de St. Croix**. Near the

* This name was subsequently changed for that of *St. Charles*, in honor of the Grand Vicar of Pontoise. Charles des Boues, who founded the first Mission of Recollets to Canada.

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spot where he anchored stood the Indian village *Stadacona*, the residence of the Chief, on the high grounds at present occupied by the Upper Town or its suburbs. He set sail soon after with his pinnace and two other boats to visit Hochelaga, a most important village, which stood upon the site now occupied by Montreal. Here his reception by the natives was equally warm. The village was found to consist of fifty bark covered huts rudely fortified with rainparts of wood, placed at the foot of a mountain, on which Jacques Cartier was led to confer the title of *Mount Royal* from the beautiful view which it commanded. Having indulged his curiosity he returned to *Port de St. Croix*, where he found his people securing his vessels within a palisade, as he had made up his mind to pass the winter here. The scurvy made sad havoc among them in their winter quarters, causing the loss of 25 out of 110 men, before the disorder was happily arrested by a decoction of the bark and leaves of the spruce fir, which he obtained from the Indians, and found a most efficacious remedy. In May 1536 he returned to France, taking with him the chief Donnacona and several other Indians, who created no little sensation at the French Court, but did not long survive this abduction from their native forests. Four years later he was engaged in a third expedition with a fleet of five vessels with which he proceeded to *Port de St. Croix*, but finding that the disappearance of Donnacona had created an unfavorable impression among the natives he deemed it prudent to withdraw from the vicinity of Stadacona, and wintered at the mouth of the Carouge River where he built a small fort. In the following spring he returned to his native country and putting into St. Johns, Newfoundland, on his way, he encountered Francis de la Roche, Seigneur de Roberval, whom the king had appointed Governor of New France and Hochelaga, accompanied by nearly 200 people who came out with him as settlers. Roberval pursuing his course up the St. Lawrence, anchored in the port of Carouge which Jacques Cartier had just abandoned. Here he erected two forts for the protection of his people, one being at the summit of the cliff overlooking the St. Lawrence, and the other at its base. He passed the winter here, but a variety of circumstances combined to render his people dissatisfied with the new settlement. The scarcity of provisions, the prevalence of the scurvy among them, and above all the severity of Roberval's government created such general discontent that they abandoned the country in the following June. Roberval, however, being a man of an enterprising spirit, resolved after the lapse of a few years to proceed on another expedition to Canada, and having collected a number of followers he embarked again in 1549. But as, unhappily, no tidings were subsequently heard of these ill-fated men, they are supposed to have perished on the voyage.

The ill success which had attended these attempts, together with the civil wars in France resulting from the persecution of the Huguenots, interrupted for a period of half a century the efforts to effect a settlement in the west. At length, in 1598, the Marquis de la Roche was invested with powers similar to those held by Roberval, and sailed for Acadie with a crew of convicts taken out of the gaols: at Sable Island he left on shore forty of his crew, and after making a fruitless survey of the neighboring coast he returned without them to France. They remained on this Island seven years, and suffered great privations, till Henry IV, who was informed of their suffering dispatched a ship for the relief of the survivors.

Several expeditions took place in succession, and a company of merchants was formed for carrying on a trade in furs, and in 1603 a squadron was sent out under the charge of Samuel de Champlain, Geographer to the King, who anchored at a place which he says the Indians called Quebec. Here the beauty and capaciousness of the Harbour, and the natural strength of the promontory under which he anchored, suggested it as the most suitable site for a fort, and for him was reserved the distinction of founding the first permanent colony of France in the new world. At the time of his arrival, the village of Hochelaga had dwindled to a few kirts and was so insignificant an aspect that he does not appear to have landed there;

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Stadacona, also, which in the time of Jacques Cartier was a village of some importance, and the residence of the chief, was also much reduced in extent and, from the silence of Champlain on the subject, seems to have lost the name it had previously borne, owing no doubt to its being occupied by a different tribe of the Hurons, its former possessors having migrated to the banks of the Saguenay. Champlain lost no time in clearing the woods and erecting houses for the new settlers, and having been so prudent as to cultivate a good understanding with the natives in his vicinity, the affairs of the settlement appeared to be fixed on a permanent footing, when by his solicitation, four priests of the Recollet Order joined them in 1612. The Indians of the Five Nations, however, who had carried on a constant warfare with the Algonquin and Huron Tribes, the allies of the French gave Champlain so much annoyance in 1621, that he found it necessary to erect a stone fort for their protection. In his solicitude for the welfare of the settlers he did not neglect the spiritual concerns of the natives, in which he took so lively an interest that, in 1625, a mission of Jesuits was despatched from France for their conversion, and were received on their arrival by the Recollets in a house which they had built on the banks of the St-Charles, on the site now occupied by the General Hospital. The unremitting exertions of Champlain for the advancement of the colony were so conspicuous that he was invariably requested to retain the control as resident governor, on the frequent occasions which occurred of a change in the viceroyalty. His labors, however, did not meet with much encouragement from the government, who appear to have regarded the affairs of the colony with no little indifference.

War having broken out at this time between England and France, Sir David Kirk appeared before Quebec in 1628 with an English fleet, and summoned Champlain to surrender. The latter, faithful to his trust, returned so spirited an answer that Kirk, ignorant of his weakness, left Quebec to turn his attention to the attack of a convoy with settlers, which he succeeded in taking. In the following summer the attempt was renewed by two brothers of Kirk who offered such honorable terms to the little garrison that Champlain, finding resistance useless, resigned the fort into their hands. He returned to France with a few of his countrymen, the majority of whom remained with their new governors, who treated them with the greatest humanity. The population at Quebec at this time did not number a hundred persons, and Montreal and Three-Rivers comprised but a few log huts which were required for the purposes of fishing and carrying on the trade with the nations. At the expiration of three years the colony was restored to France by the treaty of St-Germain-en-Laye, and Champlain returned once more to resume the charge of the infant settlement. He did not long survive his return, but died in 1635, to the great regret of the colonists, just as the foundation stone was laid of the Jesuit College, and was conceded in charge of the colony by M. de Montmagny. An establishment for the conversion of the Indians, a favorite object with the Jesuits, was formed at Sillery in 1638, and was attended with the most beneficial results. The last vestiges of the ruins of these buildings have only recently disappeared. The Hotel-Dieu was also founded at this time for the reception of the sick, and in the following year the Ursuline Convent, for the education of female children, was instituted under the charge of Madame de la Peltrie.

The invasions of the Five Nations a few years later raised a serious obstacle to the purposes of the colony. In 1650 an attack was made on Three Rivers which resulted in the defeat of the French party who suffered considerable loss. Emboldened by success they carried on their attacks with but little intermission, the principal sufferers from their violence being the friendly tribes; but a few years subsequently they invaded Quebec with a force of 700 warriors, and kept it in a state of siege for several months. Reprisals naturally followed, and a considerable body of troops marched in pursuit of them to the west, where, flying before the arms of the French, they left them to wreak their vengeance on their villages which were

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burnt to the ground. These reverses induced them soon to sue for peace, which was gladly accorded, not, however, until the Algonquins had been almost annihilated as a nation, and the Hurons greatly reduced by these repeated conflicts. As the colony had by this time made a considerable advance in population and importance a body of regular troops despatched from France for its protection, was, with the aid of these auxiliaries, fully equal to the task of repelling the aggressions of the natives. The management of the affairs of the colony had hitherto been vested in individuals who assumed the control over it solely with a view to trading speculations. In the year 1663, however, it attained the distinction of being erected into a royal government, M. de Mezy, being appointed Governor, with a Council of seven to assist him in carrying on the administration. M. Talon, who arrived in Quebec two years later, was the first Intendant of Police, Finance and Marine, an office of considerable weight, and one which excited no little jealousy on the part of the Governor, with whose authority it occasionally came into collision, the relative rank and influence of the two officials being a source of constant dispute. In the year 1670 the see of Quebec was established, and Francois de Laval, Abbott of Montigny, arrived from France, as the first bishop, in compliance with the desire of the Jesuits to have a person of distinction at the head of their church.

Considerable jealousy had for some time existed between the French Colony and the neighboring one of New York then in possession of the English. The Governor of the latter was anxious to divert to New York the increasing trade in furs which the French carried on with the Indians, and the hostility of the Five Nations towards the French promoted the views very materially, while it kept the Canadian settlers in a condition equally embarrassing and unsafe, as not only the trade but their agricultural pursuits were interrupted by predatory incursions. The Count de Frontenac, at that time Governor of Canada, seeing no prospect of conciliating the goodwill of the Indians, determined on attacking New York, the reduction of which he conceived, would be followed by the submission of the hostile tribes that caused him so much uneasiness. A force was accordingly despatched in 1690 with the object of attacking Albany; they did not, however, proceed further than the village of Schenectady, which they set in flames, after committing the most atrocious barbarities on the unarmed inhabitants. Soon after their return to Canada retributive measures were adopted to punish this aggression. An expedition for the reduction of Canada was immediately set on foot by the states of New York and New England. It consisted in all of a fleet of thirty five vessels with a force of about 1300 men under the command of Sir Wm. Phipps who was ordered to proceed to Quebec, and land a force of 800 men intended for the reduction of Montreal. The latter division of the army, after proceeding as far as Lake Champlain was compelled through a deficiency of provisions and the inability to obtain the necessary transport, to retire to Albany.

Sir Wm. Phipps arrived on the 5th October at Quebec, which he summoned to surrender, but Frontenac, who had just put the city in a good state of defence, with a garrison of 400 men, treated his summons with contempt, and the English landed on the 8th at the mouth of the St. Charles, where they were encountered by strong detachments of the enemy posted to receive them. Here a continual skirmishing was kept up for several days without any result. The scene of the contest did not extend beyond the low grounds on the banks of the St. Charles, no vigorous efforts having been made for an assault upon the city, when the troops were again embarked, and the attack on the city, by land abandoned. The Admiral, too, finding his fire made but little impression on the walls, and his ships being disabled by their batteries, dropped down towards the Island of Orleans, and was induced by the inclemency of the season and the storms which prevailed to retire without loss of time to Boston. But neither the lateness of the season, the cold nor the ill success of the land force which might have co-operated with him can sufficiently palliate the failure of this expedition, which may justly be attributed to the

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want of energy and judgment in Sir Wm. Phipps, affording a striking contrast to the brilliant campaign of Wolfe at a subsequent period. The fortifications at this time consisted of works which formed as at present a line of circumvallation around the Upper Town, terminating at Cape Diamond. There were two batteries of three eighteen pounders each in the Lower Town, and one of three guns over the Sault-au-Matelot, and several additional batteries were erected during the siege. The regular fortification of the City, upon the plan of M. DeLéry, was not commenced until 1720. The plan of another expedition for the reduction of Canada was laid by the English colonies in 1709. A considerable body of colonial troops, to be assisted by five regiments of regulars from England, were intended to make an attack by sea and land on Montreal and Quebec. This campaign, was, however, abandoned in consequence of the non-arrival of the regular troops from England, as their presence was found requisite in Portugal. In the spring of the following year an epidemic of a most destructive and malignant nature made its appearance in Quebec, and, spreading over the country, its effects were so fatal that thousands fell victims to it in a few days. Preparations for invading Canada were resumed in the summer of 1711, the necessary forces having been despatched from England, and a very powerful armament collected, strong enough to render the full success of the campaign a matter of reasonable expedition. It comprised 15 men of war under the command of Admiral Walker, with numerous transports having on board seven regiments and train of artillery. A land force consisting of 4000 men, with General Nicholson at their head, was to advance and co-operate with the fleet. But violent storms in the St. Lawrence, which delayed their progress up the river and caused eight transports to founder among the Isles aux Œufs—with a loss of nearly 900 men—blasted all their hopes of success. The fleet having suffered considerably, it was resolved by a council of War, under the additional pretext of an insufficiency of provisions, to abandon the enterprise.

During the half century which followed this futile attempt, there is but little to record of any importance in the history of Quebec. Events were gradually progressing in other parts of the colony which paved the way for its final reduction under the domination of England. The ill feeling which existed between the French and the Indians of the far west broke out at intervals in mutual encounters, in which the conduct of both parties was strongly tinctured with barbarity: indeed the existence of this animosity on the part of the Five Nations, which became still more dangerous from the friendly footing on which they stood with the English Colonies, may be traced to the bad faith and inhumanity displayed by the French in many of their transactions. In order to facilitate and secure the trade with the Indians, a fort was erected at Oswego in 1726 by Governor Burnet of New York. This was the source of renewed hostilities, which were carried on with various success, but the English continued for some time to maintain their fort and the objects it was intended to promote in spite of the repeated efforts of the French to dispossess them. About this time the affairs of the colony appear to have been in the hands of a set of officials who pursued a connected system of gross speculation. Every office of trust would seem to have been sought with the single view of unjust accumulation. The government and the colonists suffered alike from their heartless rapacity of which M. Bigot the Intendant enjoys the unenviable distinction of having been the chief promoter. A large store house was erected near his Palace as a repository for articles intended for the government service, and a monopoly was secured at a most exorbitant price to the company who built it; this earned for it from the oppressed inhabitants the title of "La Friponne." They were chiefly affected however by the monopoly in grain which raised most exorbitantly the price of food, and entailed considerable misery on the poorer classes. (*)

* M. Bigot, as the principal instigator of this system of fraud, was banished from France for life in 1763.

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In 1756 a strong body of troops arrived from France under the command of the Marquis de Montcalm. He followed up with vigor and attack which had been contemplated for some time upon Oswego, against which he proceeded with a powerful force. The garrison, after a gallant defence, surrendered the fort to Montcalm by whom it was demolished. In the following year an unsuccessful attempt was made by Rigaud, brother of the Governor, upon Fort George situated on the Lake of that name. It was repeated soon after by Montcalm with better success, the garrison being obliged to submit after a determined resistance in which they expended all their ammunition. They were allowed to march out with all the honors of war in consideration of their gallantry. These reverses of the British arms did not long remain unavenged; they served but to hasten the meditated advance upon Canada. The English troops had no mean opponent, however, to contend with, and failed in a gallant assault upon Fort Ticonderoga, which they made under General Abercrombie, who was compelled to retire before the military genius of Montcalm. They were more fortunate in their attacks upon Fort Frontenac and Fort du Quesne which fell into their hands, but the former on being abandoned was taken possession of by the French, who rebuilt the works. In the summer of 1759, a formal treaty having just been entered into with the Indians, whom the efforts of the French had lately caused to waver in their friendship, the general movement of the British force upon Canada took place in three divisions. General Prideaux advanced against Niagara where the French had erected a fort of great importance affording a protection to their own trade, and covering their hostile incursions into the neighboring colonies. Prideaux was unhappily killed by the bursting of a shell while surveying the trenches during the siege, but his place was ably supplied by Sir Wm. Johnson, who gained a brilliant victory over a body of the enemy who attempted to relieve the garrison, all their officers falling into his hands. This defeat decided the fate of the fort, which was surrendered by the English. The second division of the British army under General Amherst, proceeded up Lake Champlain, where they took possession of Forts Ticonderoga and Crown Point, which were abandoned by the enemy on their approach. The squadron sailed up the St. Lawrence without the slightest accident or opposition, and approached Quebec with 8,000 men under the command of Wolfe. On the arrival of the fleet at the Island of Orleans, the land forces were there disembarked on the 27th of June, and a manifesto was distributed among the Canadians by General Wolfe, couched in the most humane and generous terms and calling on the peasantry by a timely submission to avoid the horrors of war. This appeal was treated with such contempt, that the Canadians were frequently engaged with the scalping parties of the Indians in barbarous attacks upon the English stragglers.

On the night of the 28th an attempt was made to destroy the fleet with fire ships seven of which were dropped down the river for that purpose, but being fortunately fired too soon, the English sailors with their customary presence of mind, succeeded in grappling and towing them all to the shore before they could come with the shipping. General Moncton was soon detached with four battalions to take possession of a battery erected by the enemy at Point Levis. In this he was perfectly successful, and caused so much execution upon the city with shells and cannon that the Lower Town was shortly reduced to a heap of ruins, and many of the buildings in the Upper Town suffered considerable damages. A detachment of 1600 men was sent across the river by the French to dislodge him, but getting into confusion in the dark, during which they fired upon each other, they returned without coming into collision with the English troops. Montcalm, who had exerted every efforts for the defense of the city, had established his forces along the Beauport shore, between the river St. Charles and the Falls of Montmorency, an extent of upwards of six miles in which he threw up intrenchments to protect his troops in all accessible points. On the ninth of July, Wolfe,

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having established his magazines, stores, and hospital on the Island of Orleans and erected the necessary works for their protection under the charge of Colonel Carleton, crossed with his forces the North channel and encamped near the Falls. Failing in an attempt to force a passage across the turbulent waters and up the precipitous bank of the Montmorency, he determined on passing below the Falls, where the river was fordable at low water and attacking Montcalm at once in his trenches. The necessary preparations were immediately made for crossing the troops and put into execution on the 31st July. The difficulties which attended this movement were, however, so considerable as to cause the defeat of a portion of the army; from the shallow and rocky nature of the beach several boats ran aground; causing a fatal delay in the disembarkation, by which a detachment of grenadiers was separated from the main body. These men, in their eagerness to engage the enemy, advanced in the utmost disorder upon their entrenchments and were exposed to so galling a fire that they left about 200 dead upon the field, and retired with 650 wounded. As night was now approaching and the rise of the tide would cut off all means of retreat it was deemed advisable to abandon the attempt and retire once more behind the Montmorency. This mortifying disaster had such an effect upon the chivalrous mind of Wolfe that it brought on a severe illness, under which he still labored when he ascended the heights of Abraham to dedicate his life to his country. His plan of operations was now entirely changed; passing up the river he determined on landing above the town and taking it by storm. The attempt appeared to be attended with insuperable difficulties, but his dauntless energy and good fortune crowned his efforts with success. In order to deceive the enemy the squadron proceeded up the river about nine miles above the cove at which the troops were to disembark, a force of 1500 men under M. de Bougainville having been despatched by Montcalm to observe their movement. But favored by the darkness of the night they dropped down with the tide on the 12th September, and the troops were landed in flat bottomed boats on the beach below the plains of Abraham. Had this attempt been anticipated, and the almost precipitous cliffs which the British troops had to ascend been properly defended their hopes of success would certainly have been slight indeed, but the only force they had to encounter was a captain's guard in possession of a narrow footpath which led up the declivity. Montcalm on receiving intelligence of their position lost no time in advancing with his army from Beauport, and resolved upon hazarding a battle to protect the city from the threatened assault on its weakest side. On his arrival he found the British troops drawn up in order of battle and made an attempt to turn their left, which was, however, reinforced with three battalions in time to render his efforts abortive. After keeping up an irregular fire from behind the bushes and hedges, which were lined with 1000 of his best marksmen, he advanced to the charge with great spirit about nine in the morning. The British reserved their fire until their opponents approached within forty yards when they poured in a deadly discharge which they maintained with much coolness and effect. Wolfe, who was standing at the right in front of the line, received a shot in the wrist which did not, however, prevent him from advancing soon after at the head of the grenadiers who charged the French with their bayonets. In this conspicuous position, while inspiring his troops with that heroic ardour which filled his own bosom, another ball, more fatal in its aim, pierced his breast. Being removed to the rear he survived but a short time, long enough, however, to learn the full success of the British arms. At this moment Brigadier Murray succeeded in breaking the centre of the enemy, who, giving way, were soon thrown into disorder and were pursued with great slaughter by the Highlanders, who, sword in hand, supported by the 58th, drove them into the city and down to their works on the river St. Charles. On the death of Wolfe—Brigadier Monckton being seriously wounded, the command devolved on Brigadier Townshend, who had scarcely collected his scattered troops when a fresh body of the enemy, 2000 strong, under the charge of M. De Bougainville, appeared on its

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way from Cap Rouge. Two battalions were immediately detached against them, but they retired into the woods on their approach. In the attack upon the French centre the English made very effective use of one six pounder which they had succeeded in dragging up the cliff. Their opponents had two guns, one of which fell into the hands of the British. Montcalm was mortally wounded in the battle and was conveyed to the city where he expired the next day. The three officers next in command to him perished also, being either killed in the engagement or dying of their wounds soon after. The loss of the French was very considerable—about 500 killed and 1000 prisoners, while that of the English was about 50 killed and 500 wounded. But the death of Wolfe was, in itself, an irreparable affliction, expiring as he did at the moment of a victory won by his untiring energy and determined valor, but the fruits of which he was now destined to enjoy. The dying words of this young hero display such a generous devotion that they cannot be too often recorded. As he leaned against the shoulder of a lieutenant who supported him on the ground, this officer exclaimed, "they run, they run!"—"Who run?" he exclaimed with eagerness, and on being informed "the French"—"What," said he, "do they run already? then I die happy!" and as he spoke he expired in his arms. Montcalm, who shared his fate in this memorable battle, closed at the same time a career distinguished by brilliant talents and a military genius which raised him high in the estimation of his country. He found a grave befitting a soldier, his body being deposited in a cavity caused by the bursting of a shell in the garden of the Ursuline Convent.

After the battle General Townshend lost no time in securing his camp and making the requisite preparations for investing the city. Communications were also opened with the fleet which supplied him with artillery and ammunition, and proceeded to take up its opposition opposite the Lower Town, in readiness for a combined assault. On the 17th of the month, however, proposals of capitulation were sent from the garrison, and accepted by Townshend, who took possession of the city on the following day. This hurried surrender may be chiefly accounted for by the death of Montcalm, which threw the councils of the French into confusion, and may be reckoned a very fortunate event for the British, as the near approach of the winter and the strong reinforcements of the enemy, who began to rally again in the neighbourhood, might have retarded their efforts till the season for action was passed, and perhaps, frustrated all the operations of the army. A force of 5000 men was left in the city under the command of General Murray and the remainder of the troops returned with the fleet to England. The ensuing winter was past by Murray in repairing the damages incurred by the buildings from the batteries at Point Levi, and strengthening in every possible way the fortifications of the city. A detachment of 200 men was posted at St. Foye and another of 400 men at Lorette. The severity of the winter and the great scarcity of fresh provisions caused the death of no less than 1000 men from scurvy before the month of April, and of the remaining portion of the garrison nearly one half were unfit for service. But amid the deprivation and sufferings under which they labored, an instance was displayed by the garrison of that noble generosity which may be said with truth, to be characteristic of the British Nation. A famine consequent on the campaign threatened to involve in its desolation the surrounding inhabitants, when a general subscription was raised with alacrity, to which even the private soldiers contributed from their scanty resources; the fund collected so promptly was distributed among the people and alleviated in a great degree the prevailing distress. This act of generosity to the conquered must have tended greatly to reconcile the Canadians to their new governors. Reduced to the distressed condition which has just been described the enfeebled garrison prepared to receive the French troops, who collecting under the command of the Chevalier de Levi to the number of 12,000 men, approached Quebec in the spring. De Levi had exerted every effort to secure the efficiency of his army and regain once more possession of Quebec. The French squadron, which had wintered at Montreal,

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MONTREAL.

was ordered to drop down the river and co-operate with his troops, who advanced through the Cap Rouge wood within three miles of the city. The garrison being deemed unequal, in its reduced condition, to a proper defence of the fortifications, General Murray resolved to anticipate the attack by meeting De Levi at once in the field. He marched out accordingly with his small but veteran force of 3000 men on the morning of the 28th April, and was not long in coming into collision with the French, whom he found as he approached advancing in a single column. The first attack of the British troops was so impetuous as to cause the centre of the French to give way, but the left wing of the former becoming detached from the main body was repulsed to turn by the reserve of the enemy. A desperate conflict ensued, which was maintained with various success for nearly two hours, when Murray overpowered by numbers, gave up the equal contest and retreated in good order to the city. The sanguinary battle cost the British 1000 men, while the loss of the French was still greater, amounting by their own computation to 2,500. De Levi pursued the advantage he had gained by immediately investing the city, upon which he opened his batteries. But the gallant garrison was not destined to remain much longer without reinforcements from England. On the 15th of May, Commodore Swanton anchored with his squadron in the bay, and on the following morning two frigates getting under weigh to attack the French fleet, the latter fled in such disorder that they were driven on shore and entirely destroyed. They consisted of two frigates, two armed ships and some smaller vessels. This success was, however, greatly neutralized by the loss of the Lowestoffe frigate, which ran upon some hidden shoals. De Levi abandoned the siege the same night, and retreated with precipitation to the Jacques Cartier, leaving behind him all his ammunition, stores and cannon, which fell into the hands of General Murray. The reduction of Montreal by General Amherst and the entire submission of the French forces throughout Canada followed soon after: the successes of the British troops were also attended by the ready submission of the inhabitants, who took without reluctance the oath of allegiance to the British crown, to which this Province was finally ceded by the Treaty of Peace in 1763.

In this year a remarkable mutiny occurred among the garrison, which consisted of the 15th, 27th, and 2nd battalion of the 60th Regiment. An order instituting a stoppage of four pence sterling upon each ration of provisions excited so much ill feeling among the troops that, forgetting the calls of duty and discipline, they collected together and marched with drums beating towards St. John's gate with the intention of proceeding to New York and laying themselves at the disposal of General Amherst. By the persuasion of their officers they returned to their barracks, but as they persisted for several days in refusing to obey the order in question, Governor Murray determined to reduce them to obedience or perish in the attempt. With this view he ordered the garrison under arms on the grand parade, and after pointing out to them in the strongest terms the enormity of their conduct, he commanded them, as a sign of obedience, to march between two royal colors which he caused to be raised for that purpose, and threatened to put to death the first man who refused to obey. This very resolute course had the desired effect; his orders were immediately complied with, and the men returned in quietness to their barracks.

On the cession of the province to England the military government which had hitherto controlled its affairs was superseded, by royal proclamation, by a civil government, General Murray being appointed Captain General and Governor in chief of the province of Quebec, with the power to nominate a Council of eight members. As the colony advanced, however, in stability and importance a strong desire was evinced by the British inhabitants of Quebec to have a Representative Assembly established among them; a petition praying for this boon was accordingly made to the Governor and submitted to His Majesty in 1774, but failed in its object, the state of the colony not being considered such as to render that step desirable. A Legislative Council nominated by the King was established by Act

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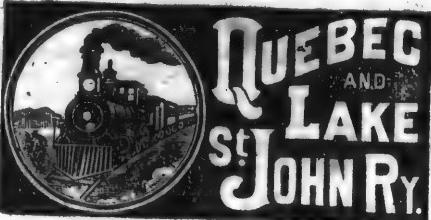
Foot of Mountain Hill, - Quebec, Can.

of Parliament without offence to nearly all their friends of the Liberal party been disappointed.

The Liberal party against the Conservative party beyond fidelity for independence. Montgomerie the regulars men determined in vain to defend the fort at Montgomery. Johns and his party arose, not in Great Britain, they had refused to pay the hard way and withdrew much later than the institution of nationalization courage and determination before Canada, and into their about a million men, among them Quebec being withdrawn he was left in Britain and confined to a ship off the sea. At length an assault was made on the fort, of which very few real points towards Possession through the fort of the battle to flight, among those of the British men under guard who were vigorous and entirely

of Parliament, in its stead, the colonists being declared eligible for admission without distinction of origin. This measure, known as the Quebec Act, gave great offence to the British portion of the colonists as it restored the French Canadians to nearly the same position they had occupied before the conquest, with reference to their laws, their language and institutions. Though the generosity of this Act of the Imperial Parliament was, perhaps, unexampled, its wisdom may well have been disputed, tending as it did to restore and perpetuate a distinct nationality in this new appendage of the British Crown.

The contest which had been maintained for some time by the American colonies against the authority of Great Britain began about this period to extend its effects beyond the frontiers of Canada. Emissaries were busily employed in shaking the fidelity of the inhabitants and inducing them to assist the colonists in their struggle for independence. In the following year they advanced into Canada under Generals Montgomery and Arnold, who found the province but ill prepared for defence, the regular force consisting of only two regiments, the 7th and 26th, in all 800 men detached in various parts of the province. General Carleton, the Governor, in vain endeavoured to arouse the Canadians to co-operate with him in their common defence: even the persuasions of their clergy were utterly fruitless, and Montgomery meeting with little opposition soon succeeded in reducting Chambly, St. Johns and Montreal. This reprehensible supineness of the French Canadians arose, no doubt, from the desire to avail the issue of the contest in Canada between Great Britain and her revolted colonies: and when we consider the short period they had owned allegiance to England we must not condemn too harshly their refusal to take up arms, which was rendered more general by the recollection of the hardships resulting in former years from their enrolment as Militia, which withdrew them so frequently from their homes and agricultural occupations. At a much later period, however, when their experience of protection under British institutions and the increase of population had engendered strong feelings of nationality, the Canadian Militia fully established for themselves a character for courage and loyalty. The successes of the Americans were destined to receive a check before the walls of Quebec which ultimately baffled their attempts upon Canada, and caused them to relinquish those posts which had previously fallen into their hands. In the beginning of November, Arnold, having advanced through the woods by the Kennebec and Chaudière Rivers, invested Quebec and was joined about a month afterwards by Montgomery. Their forces amounted to nearly 3000 men, among whom were enrolled 500 Canadians. Many of the inhabitants of Quebec being openly disaffected, General Carleton issued an order for the immediate withdrawal of such as objected to take up arms. This wise precaution being taken he was left with a small but gallant garrison of 1800 men chiefly composed of British and Canadian Militia. The attack of the besiegers was for some time confined to throwing shells into the town which suffered little damage, and cutting off the sentries on the ramparts with rifles under shelter of the houses in St. Rochs. At length on the 31st December, the night being very dark, the long meditated assault was made upon the city. Their forces were divided into four bodies, two of which was merely intended to distract the attention of the garrison from the real points of attack in the Lower Town. Montgomery repaired with 900 men towards Pres-de-Ville at the foot of the citadel, where a small guard was in possession of a battery of nine pounders which commanded the narrow road through which he advanced. As soon as they had approached within fifty yards of the battery a deadly fire was poured upon his party which put them immediately to flight, and in the morning among thirteen bodies which were found on the spot, those of Montgomery and two of his staff were recognized. At the same time 700 men under General Arnold made an attack at the Sault au Matelot, and drove the guard which was stationed there back upon the centre of the Lower Town. By a vigorous sortie, however, through Palace Gate the enemy were taken in the rear and entirely defeated with a loss of upwards of 400 prisoners. Arnold being



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wounded in the commencement of this attack was conveyed to the General Hospital. This successful repulse preserved the garrison from a repetition of the assault although the siege was regularly maintained throughout the rest of the winter. Three batteries were erected by the Americans—at Point Levi, at the Ferry on the St. Charles, and on the Plains of Abraham, but the damage which they occasioned the garrison was very trivial, as they were frequently dislodged by a well directed fire from the city. Towards the close of the winter their ranks were greatly thinned by desertion, and still further diminished by the small-pox which committed dreadful ravages among them. At length on the 6th of May the arrival of the *Surprise* frigate relieved the besieged. The 29th regiment, together with the marines, being landed without loss of time, a vigorous sally of the garrison caused the enemy to retire with precipitation, and additional reinforcements arriving from England soon after, the American forces finally evacuated Canada without further delay.

In the year 1791 the petitions of the colonists for a Representative Assembly were fully acceded to by the establishment of a Constitution as closely assimilated as possible to that of Great Britain—a boon for the first time conferred on any of her colonial possessions. The province was divided into Lower and Upper Canada and the first provincial parliament was opened at Quebec in December 1792 by Lieutenant Governor Clarke, the House consisting in all of 50 members.

In the following year the church of England was established in Canada by the erection of a Bishop's See under the title of the Bishopric of Quebec, Dr Jacob Mountain being the first who was installed in that dignity.

Having laid before the reader a faithful sketch of events from the founding of the city, this portion of our labor must draw to a close, as the more recent history of Quebec leaves us nothing to record, without entering, on the discussion of topics beyond the scope and province of these pages. Within the walls of this city, in the sittings of its Assembly the political movement had its birth which swayed and agitated so long the destinies of the province, and if the war of words and the ebullition of party feeling contributed to the unfortunate events which led to a suspension of the constitution, Quebec may regard as a requital of these errors the estrangement of the seat of Government and the consequent diminution of her prosperity and importance. Yet the great advantages which it possesses leads its citizens to indulge in the hope, that in spite of recent changes, it will ere long be restored to its true position as the capital of Canada.

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THE CITY

-THE TERRACE.

STANDING on the Terrace, the eastern part of which is called the Durham Terrace and the western the Dufferin Terrace, the beholder is presented with a view which equals any in other parts of the world. The promenade is about a quarter of a mile in length and gives to the lover of exercise unrivalled opportunities of indulging therein. At the north end of the Terrace is an elevator, connecting it with the Lower Town. Thither flock in the evening the beauty and fashion of the capital and few are the cities which can vie with Quebec in the beauty of their women. Erected on it are five kiosks, named respectively Plessis, Frontenac, Lorne and Louise, Dufferin and Victoria, and also one for the use of bands of music in the summer afternoons and evenings. Being at an elevation of over two hundred feet, a magnificent panorama stretches beneath one, which at the first *coup d'œil* is almost bewildering. The River St. Lawrence, bearing on its bosom hundreds of vessels of every description, from the tiny canoe, which from such a height appears but a spec, to the terraced palace river boat and the huge ocean steamship, flows majestically downward to the sea. Opposite, in the distance, is the town of Levis, crowning cliffs higher even than those of Quebec, and where may be seen the three immense forts erected by the English government at a cost of \$900,000, which render an attack from the south an impracticable if not and impossible attempt.

THE UNION BUILDING.

To the north of Place d'Armes is the Union Building, built in 1805, and once the famous Club of Barons; in this building war was declared in 1812, against the United States, previously in 1849, the residence of Governor D'Ailleboust stood upon the site.

The corner stone of the present building whose proportions must have seemed colossal to our Fathers was laid with grand masonic honors on the 14th August, 1805, by the Hon. Thos. Dunn, Resident of the Province of Lower Canada, and administrator of the Government, assisted by William Holmes, Esq., M.D. Deputy Grand Master of Ancient and Accepted Free Masons, several coins of that reign were deposited under the stone. Amongst the members of the craft we find the names of Joseph Bouthette, Claude Denechaud, Joseph Plante, Angus Shaw, Thomas Place, David Monroe; the architect's name is Edward Cannon; Rev. Dr. Sparke delivered a splendid oration, to be found in the Quebec *Mercury* of the 17th August, 1805. After the burning of the Parliament House in 1854 the Government used the above for Government offices. It has also been used as the Union and St. George's Hotels. This historical building is at present the property of David Morgan and occupied by him as a tailoring and outfitting business, who has long enjoyed the distinguished patronage of many of Her Majesty's representatives of the Dominion of Canada.

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THE WOLFE AND MONTCALM MONUMENT.

In the Upper Governor's Garden is the monument erected to Wolfe and Montcalm, the foundation stone of which was laid by the Earl of Dalhousie, the governor-in-chief, on the 15th May, 1827. It was taken down and rebuilt in 1871 at the expense of a few citizens. The following are the inscriptions :

Mortem, virtus, communem,
Famam Historia,
Monumentum Posteritas
Dedi.

Hujusce
Monumenti in memoriam virorum illustrium,
WOLF et MONTCALM.
Fundamentum P. C.
Georgius, Come de Dalhousie :
In septentrionalis Americae partibus
Summam rerum administrans :
Opus per multos annos prætermissum
Quid duci egregio convenientius ?
Auctoritate promovens, exemplo stimulans
Munificentia fovens,
Dic Novembrie xv.
A. D. MDCCXXVII,
Georgio iv, Britanniarum Rege.

In passing the gate of the new Frontenac Hotel building which now occupies the site of the old Normal School the stranger may notice a stone which has been incorporated into the wall bearing the date 1647, and having a Maltese cross cut upon it. It was the foundation stone of the ancient Castle of St. Louis and laid by the governor, M. de Montmagny, a Knight of Malta.

THE ENGLISH CATHEDRAL.

To the west of the Place d'Armes is the English Cathedral, built on the ground, where once stood the ancient church of the Recollets and their convent, which were destroyed by the fire in 1796. The present building was consecrated in 1804 ; it is built in the Roman style of architecture, and its mural monuments are very fine. In the north-east corner of the Cathedral close by, once stood the venerable elm tree, under which Jacques Cartier first assembled his followers on their arrival in the colony, and there are now some magnificent linden trees ornamenting the enclosure. The elm was blow down on the 6th September, 1845.

THE PLACE D'ARMES.

The ring, or Place d'Armes, where the Hurons, who had been driven from Lake Simcoe, encamped in 1650, constituted in the time of the French the Grande

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NDY,
al Manager.

Place, where military parades were held and public meetings called, and was the fashionable promenade of the day.

To the south of the Cathedrale are the Rectory and the Chapel of All Souls, in rear of which once stood the old Court House, destroyed by fire in 1873, and with it the records and law proceedings of over two centuries. It has now been rebuilt on a more extensive scale.

LA MAISON DU CHIEN D'OR.

Passing to the north by Fort street, we come to a handsome building, the Post Office, erected in 1873, on the site of the old building, which has a world of history connected with it. The famous Golden Dog, a puzzle to so many, occupies its old position above the door on Buade street, just opposite the Chien d'Or restaurant, as much resorted to in these days as was the site of the Post Office, when Admiral Nelson and Montgomery frequented it. Underneath the Golden Dog are the lines :

Je suis un chien qui ronge l'os,
En le rongeant je prends mon repos,
Un temps viendra qui n'est pas venu,
Que je mordrai qui m'aura mordu.

In demolishing the ancient structure, a corner stone was found, on which was cut a St. Andrew's cross between the letters PH, under the date 1735. On this was found a piece of lead bearing the following inscription :

NICOLAS JAQUES,
dit Philiber
m'a posé le 26 Aout,
1735.

The story in connection therewith is told as follows :—In this building lived a wealthy merchant of the name of Philibert, who had many causes of complaint against the Intendant, whose high position could not easily be assailed by the simple merchant without suffering severe retaliation; he therefore satisfied his revenge by placing the Golden Dog, with the attendant lines, above his door. Among other things, the Intendant had organized a vast trade monopoly, which received the name of La Fripoule, whose transactions and dealings were most oppressive to the people, and in this he was resisted and sometimes circumvented by Mr. Philibert. It is also said that to annoy Mr. Philibert, the Intendant the infamous, Bigot, quartered troops upon the Chien d'Or. Be this as it may, a quarrel ensued between Mr. Philibert and Mons. de la Repentigny, boon companion of Bigot in which the former was fatally wounded and the latter fled to Nova Scotia, then Acadia, till he received his freedom from the king of France, Louis XIV, whereon, he returned to Quebec. After the siege of 1759, he went to Pondicherry, where, meeting the son of his victim, he was killed by him in a duel. There are several versions of this tradition, but the above seems to be most correct.

A less tragic occurrence took place a few years later in the Chien d'Or building. Miles Prentice, who had come out as a sergeant in the 78th Regiment, under Wolfe, opened an inn in the building, then known as the Masonic Hall, to which inn resorted all the fashionables of the day, among whom was, in 1782, Captain, afterwards Admiral Nelson, then commanding H. M. S. " Albemarle," of 26 guns. Miles Prentice had a niece, Miss Simpson, daughter of Sandy Simpson, whose

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charms so captivated the embryo Admiral, that when his vessel had sailed from port, he clandestinely returned for the purpose of weding "the maid of the inn," which purpose was defeated by Mr. Alexander Davidson, then a Quebec merchant, who, with the assistance of the boat's crew, forcibly carried the amorous captain on board his vessel. This timely interference gained for England many a glorious naval victory, and lost for Lady Hamilton her good name. It was Mrs. Prentice who recognized the body of Richard Montgomery after the ineffectual attempt of December 1st, 1775. A horrible suicide is another of the incidents of the Chien d'Or.

A leading restaurant now occupies this building and is a great habitue of tourists. First class private and public dining rooms are to be had while strangers will find it the most centrally located hostelry in the city. It is about the only place in town where luncheon may be had at all hours in the day or night.

THE BASILICA.

The French Cathedral raised to the rank of Basilica Minor in 1874, was consecrated in 1666 by Monseigneur de Laval, who arrived from France in 1659, on the 6th June, under the title of Bishop of Petrea. He was the first Bishop of the colony, but on account of failing health was obliged to retire from his arduous labors and was succeeded by Monseigneur de St. Valier. The construction of the church in rear of the altar rails is a copy of St. Peters at Rome. In the church are several valuable paintings.

- The Conception, after Lebrun by an Unknown Artist.
- St. Paul, by Carlo Maratta.
- Christ, attended by Angels, by Ristout.
- The flight of Mary and Joseph, a Copy, by T. Hamel
- Christ by Van Dyck.
- Nativity of Christ, Copy of Guido.
- Christ Submitting to the Soldiers, by Fleuret.
- Pentecost, by Vignon.
- The Holy Family, by Jacques Blanchard.
- The Annunciation, by Jean Ristout.
- St. Anne and the Tomb of the Saviour, by Plumondon.
- Birth of Christ, by Annibal Carrache.
- Altar, Miracle of St. Ann, by A. Plumondon.

The sacred vestments may be seen on application to the verger. They are the finest in America. The building was greatly injured by the siege of 1759, and some paintings utterly destroyed.

SEMINARY CHAPEL.

This building is quite a new structure, the original building being destroyed by fire in the year 1889, with a large collection of valuable Paintings by celebrated Masters.

Passing through the gate, the visitor finds himself on the Seminary Square on three sides of which is the Seminary, which was founded in 1663 by Monseigneur de Laval. The building was destroyed by fire on the 15th November, 1701, and was rebuilt and again destroyed on the 1st October, 1706, when it was again rebuilt but almost entirely demolished during the siege of 1759. The College is divided

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into the Grand Seminary, a school of divinity, having seven professors and about thirty-four students and the Petit Seminary, for general education, having about six hundred pupils, instructed by over forty professors. Passing through the interminable corridors, the lower one of which is partly under ground and lighted by barred windows, one becomes bewildered and might lose himself in the endless turnings and descents. One may easily imagine himself in the dim periods of the Middle Ages, an illusion rendered more vivid by the sombre figures of robed priests pacing up and down the vast galleries.

Within the last year or so a very large addition has been made to the buildings, which was very much needed to accommodate the great number of pupils attending the Seminary. They with those of the Laval University occupy a large extent of ground in one of the finest portions of the city.

The Laval University may be reached by a passage from the Seminary or by the front entrance. The boarding house is separated from the principal building, as is also the School of Medicine. The structure was erected in 1857, first founded by Monseigneur de Laval, and is under the protection of His Eminence Cardinal Taschereau. There are four chairs:—Theology, Law, Medicine and Art, there being thirty-four professors and nearly three hundred students. Seven colleges and seminaries are affiliated with the University. There are several large halls containing the Museums of Geology, Natural History, Arts and Sciences. The Picture Gallery is yearly receiving large additions, while the library is the largest in Canada, and is rich in valuable MSS. relating to the early history of the country. From the promenade on the roof a magnificent view of the valley of the St. Charles and down the St. Lawrence can be had. This University is every day becoming more popular, not only with the French Canadians, but throughout the Dominion and the United States.

The remains of Monseigneur de Laval, which had been interred after his death 6th May, 1708, in the Basilica, and afterwards exhumed and reinterred in the same place by Mgr. Pontbriand, was discovered during some excavations in the Basilica in 1877, and were reinterred with great ceremony and pomp on the 23rd May, 1878, a procession bearing the remains and visiting the four churches, which, it is said, were called at by the first funeral cortège: the Seminary Chapel, the Ursuline Chapel, the Congregational Chapel, and the St. Patrick's Church, in lieu of the Recollet Church, no longer in existence. On this occasion 100 guns were fired at intervals of one minute and a half, from the Jesuit Barracks yard, by the Volunteer Field Battery.

THE BATTERY.

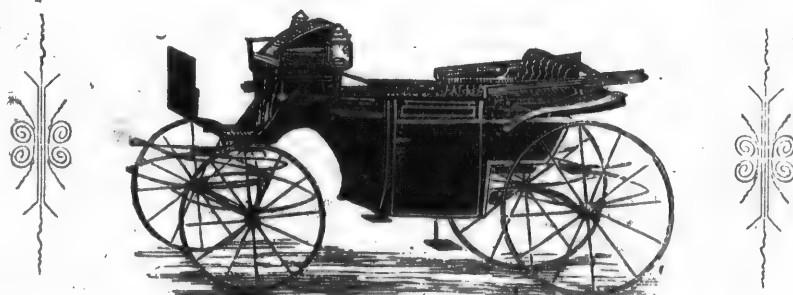
Leaving the University by the eastern entrance the visitor finds himself on the Battery. The names following are the different batteries, extending from the site of the Parliament Building to Palace Gate: The Assembly Battery, 9 guns; the Grand Battery, 17 guns; the St. Charles Battery, 2 guns and 3 bombs; Half Moon Battery, 1 gun; Hope Gate Battery, 4 guns; Montcalm Battery, 4 guns; Nunnery Battery, No. 2, 4 guns and 2 howitzers. Nunnery Battery, No. 1, 2; guns and 2 howitzers. In addition to these there are, in the Lower Governor's Garden and beneath the Dufferin Terrace, Wolfe's Battery of 4 guns and 1 Palliser cannon and two minor batteries with 4 guns.

Hope Gate, like the others, has been demolished, and a promenade occupies the site of the former block house. At a short distance to the west of this promenade is the residence of Montcalm now converted into ordinary dwelling-houses.

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Proceeding along by the Battery road, the view of the St. Charles valley and the Laurentides is enchanting, and the suburbs of St. Roch stretch along the banks of the meandering St. Charles till they merge into green fields and happy-looking farms. The next gate is Palace Gate, demolished beyond recognition. Its guard house is now no more, and the barracks, which once stood on the opposite side of the street, were one Christmas night destroyed by fire, the result of the freedom allowed to the men by the colonel. The consumption of liquors generated carelessness, which ended in a mass of ruins on the following morning.

Outside the gate, at the foot of the hill, in rear of Boswell's Brewery, is all that remains of the Intendant's Palace, once the abode of luxury, the scene of revelry and debauchery, a building which outshone in splendor and magnificence the Castle of St. Louis, and whose lords considered themselves the equals, if not the superiors, of the governor's Here the infamous Bigot-concocted the nefarious plottings of the Friponne ; here he squandered the thousands which he robbed from the Public Treasury, and pilfered from the downtrodden inhabitants of New France. His princely mansion now serves but as vaults for casks and puncheons of ale and porter.

In close proximity to the Artillery Barracks are what were once the officer's quarters, delightfully situated in a shaded park, rejoicing in a shrubbery, wild and luxurious, forming the *beau ideal* of cool retreats, amidst piles of brick and mortar. It is now occupied as a military laboratory for the manufacture of ammunition for the Canadian Government.

ST. JOHN'S GATE.

This is but a modern structure, which might as well been left unbuilt. The old gate was found to be such an obstruction to general traffic and traval that it had to be demolished, there being through it, but one passage, which was so narrow that only a single vehicle at a time could pass, and foot passengers could not get through with difficulty. The present gate had to be built, for the English Government insisted upon the old one being replaced in case of war. It has no advantage and is a great drawback, as the upper part is not impervious to water, which continuously falls upon pedestrians under it. Opposite the gate, within the walls, is one of the old buildings, but it has outlived its story, and imagination has not unraveled it. It is occupied by J. Lyons, a baker.

THE ESPLANADE.

On d'Auteuil Hill, where a street has been cut through the city walls, is the Kent Gate the foundation stone of which was laid by H. R. H. the Princess Louise in June 1879. It is a very handsome erection, built in the Norman style with a turret, from which can be had a magnificent view of the valley of the St. Charles and River St. Lawrence. Near by is the Church of the Congregation. In this church was committed a daring robbery and sacrilege ; the altar ornaments being stolen by a man named Chambers and his gang, who, at the time, over forty years ago, inaugurated a reign of terror by their astounding and many robberies. Of this last crime, however, he and his gang were found guilty and were transported. Opposite is the Esplanade, which runs as far as St. Louis street, and is bounded to the west by the city walls. From the summit one can trace the old French fortification which defended the city in its early history ; but these are fast disappearing ; road-makers and house-builders are using up the material, and there is no one to say nay to the vandals. Before the withdrawal of the Imperial troops, the Esplanade was strictly guarded ; sentinels patrolled the ramparts, and no



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thoroughfare was allowed after gun fire. But it is now the resort of the athletic clubs in the city ; lacrosse, foot-ball, base-ball, cricket and other games are played there continually during the summer, and snow shoeing and tobogganing are the amusements of winter. The Band of "B" Battery, at times delighted the promenaders with their evening concert till they were transferred to the Terrace and here also the Military of the Citadel and the volunteers perform their evolutions. There are still some remnants of past glory. A few dismounted cannons may be found on the ramparts, while a dozen more lie side by side on the ground beneath these, and the sentinel poplars still keep there watch as of yore.

THE GARRISON CLUB.

The building next the foot of Citadel Hill, of one story, was formerly occupied by the Royal Engineers, and is now used by the Quebec Garrison Club, composed of officers of B Battery and citizens.

THE CITADEL.

At the top of the Hill is the Chain Gate, by which access to the trenches is gained ; and to the Citadel the visitor passes through Dalhousie Gate, called so after Lord Dalhousie, once a governor of the colony. At this gate a guard is stationed, and visitors are furnished with a guide to show them over the Citadel. Behind the walls are casemated barracks for the troops, and these are loop-holed for musketry, so as to command the trenches, while on the summits are cannons, commanding all approaches to the city landward, and on the opposite side are batteries commanding the harbor. Two Armstrong guns are here mounted, as also a huge Palliser. Across the Citadel Square are the officers' quarters ; stores for ammunition, stables and other buildings occupying the western portion of the Square. To the south, directly overlooking the river, is the Flagstaff Bastion, on which is mounted an Armstrong gun. This battery is over three hundred and fifty feet above low water and the view from it is the grandest in the world, commanding the river up and down for many miles. To the west are the Plains of Abraham, where was fought the decisive battle of 13th September, 1759. Three Martello Towers, built in 1812 are to be seen, constructed weak towards the city, so as to be destroyed easily in the event of capture, and strong on the outer side, having cannon mounted. Immense military stores constantly kept ready for use in the Citadel, and arms for twenty thousand are ready at a moment's notice. In the event of the capture of the city, it could easily be destroyed from the Citadel. The B Battery, consisting of about two hundred rank and file, is now quartered there, and seems but a handful in the immense fortress.

Among the improvements proposed by the Earl of Dufferin was the construction of a new Castle of St. Louis in the Citadel, in the Norman style of architecture, to be the residence set apart for the Governor General of Canada, but that scheme is not likely to be carried out.

THE URSULINE CONVENT.

Passing down the street opposite these old fashioned structures, we come to the Ursuline Convent and Chapel, where lies the remains of the brave Montcalm.

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Carpets and Floor Oil Cloths,
Cottons and Sheetings,
Table Cloths and Napkins in
pure Irish Damask,
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Towels, Glass Cloths, &c., &c.

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Madame De la Peltrie, a pious French lady, founded the Convent in 1641, and as is usual with all buildings of that time, it was destroyed by fire, in 1650. Being rebuilt, it was again destroyed on 21st Oct., 1686. On both these occasions, the Ursuline nuns were received by the Hospitalières Nuns of the Hôtel Dieu. It was again rebuilt, the whole colony assisting in its construction; so loved and esteemed were Madame De la Peltrie and the Ursulines. The Convent has been greatly enlarged during the last few years.

The Chapel of St. Ursula is alongside the Convent and possesses many valuable paintings, as follows:

Jesus sitting down at meat in Simon's house.....	Ph. de Champagne.
Death of St. Jerome.....	
Bishop St. Nonus admitting to penance St. Pélagie.....	J. Prudhomme, 1737.
The wise and foolish virgins.....	From Florence.
The miraculous draught of fishes.....	De Dieu, 1741.
The Virgin, the Infant and St. Catherine.....	
St. Theresa in ecstasy.....	
The Annunciation.....	
Christ's adoration by the shepherds.....	
The Sacred Heart.....	
The Saviour preaching.....	
The portrait of the Saviour according to St. Luke.....	Champagne.
The Virgin and Infant.....	
Redemption of Captives at Algiers, by the Reverend Father of Mercy.....	Ristout.
France offering religion to the Indians of Canada, an allegory by a Franciscan, 1700.....	
St. Peter concealing himself to witness the sufferings of Christ.....	Spanish School.

A monument to the memory of Montcalm, erected Sept. 14th, 1859, deserves attention. One to the memory of Montcalm was also erected by Lord Aylmer in 1832.

The following relics are in the Chapel and Convent: The body of St. Clément, from the Catacombs of Rome, brought to the Ursulines in 1687; the skull of one of the companions of St. Ursula, 1675; the skull of St. Justus, 1662; a piece of the Holy Cross, 1667, and a portion of the Crown of Thorns, brought from Paris in 1830.

THE HOTEL-DIEU,

On the opposite side of the street, at a short distance, is the entrance to the Hôtel-Dieu Convent and Hospital, founded in 1639 by the Duchesse d'Aiguillon, who brought out the Hospitalière Nuns and placed them in charge. Prior to the siège of 1759, it was destroyed by fire, and afterwards rebuilt. It consists of a convent and hospital in which patients are treated gratis. At times, the house of these benevolent ladies is filled with unfortunate invalids, who receive unremitting care and attention from the sisterhood. The bones of the martyr, the Rev. Father Gabriel Lalemant and the skull of Father Brebeuf, are deposited in the convent. The entrance to the chapel is on Charlevoix street. Some fine paintings adorn the walls.

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The Nativity.....	Stella.
The Virgin and Child.....	Noel Coypol.
Vision of St. Thérèse.....	Geul Manageot.
St. Bruno in meditation.....	Eustache LeSueur.
The descent from the Cross.....	Copy by Plumondon.
The Twelve Apostles.....	Copy by Baillargé the elder.
The Monk in prayer.....	De Zurbaran.

ST. PATRICK'S CHURCH.

In the adjoining street (McMahon) is St. Patrick's Church, erected in 1832, now under the administration of the Redemptorist Fathers. It has been enlarged and greatly improved, by frescoing the walls and ceilings. A magnificent organ has also been erected. Attached to it is the Presbytery, and in rear of it is the St. Patrick's Catholic Literary Institute, founded in 1852.

TRINITY CHAPEL.

The Trinity Chapel (Episcopal), in St. Stanislaus street, was for some years used by the military, and was closed after the withdrawal of the troops but is now again in use.

THE MEHODIST CHURCH.

At the top of the same hill is the Methodist Church, erected in 1850, in flamboyant style of architecture. It seats about 1,000.

ST. ANDREW'S CHURCH.

Close at hand is St. Andrew's Church, built in 1810 and enlarged in 1821. It accommodates 1,500 persons. A manse and schoolhouse are attached.

MORRIN COLLEGE.

In a building, which was formerly the district gaol, erected in 1814, at a cost of \$60,000, is the Morrin College, which was founded by the magnificent endowment of the late Dr. Morrin of Quebec, in 1860, incorporated by Provincial Act of Parliament, in 1861, and opened in November, 1862. It is affiliated with McGill University of Montreal. Its faculty of Divinity is in connection with the Church of Scotland. The late Mr. Justice Aylwin presented it with his valuable Law Library.

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THE WOMEN'S CHRISTIAN ASSOCIATION

is situated on St. Anne street, nearly opposite Morrin College court.

THE HIGH SCHOOL.

The Quebec High School is a handsome building, situated in St. Denis street, at the foot of the Glaie stretching downwards from the Citadel. It was established in 1845, and many of the leading men of the city have received their education within its walls.

CHALMERS' CHURCH

in St. Ursule street, built after the Gothic style, was erected in 1852. It seats about 900 persons. This church was the scene of the Gavazzi riot, which took place in 1859, and was the cause of much imbitterment between the Roman Catholics and Protestants of the city, happily long since subsided.

THE BAPTIST CHURCH

is a small building in McMahon street, opposite the entrance to the Artillery Park, and was erected in 1854.

THE FRENCH PROTESTANT CHURCH

is a pretty little church situated in St. John street, and was erected in 1876.

ST. MATTHEWS' CHAPEL (EPISCOPAL)

is also situated in St. John street, erected in the English burial ground, which has long since been closed. St. Matthews' is built after the Gothic style, and is tastefully ornamented in its interior. During the last few years it has been considerably enlarged and a steeple added thereto. There is another Episcopal chapel, St. Peter's in St. Valier street, St. Roch, and the Mariner's Chapel on Champlain street.

CHURCH AND CONVENT OF THE GREY SISTERS.

This church is situated in St. Olivier Street, but it is so hemmed in by the other buildings of the Sisterhood that it is hardly discernible, and moreover, it is without a steeple since its last destruction by fire. On the occasion of the burning of the Parliament Buildings, the sittings of the Chambers were held in this

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church, or were about to be held, when it, too, fell a prey to the flames, and Parliament was removed to the Music Hall. Grave suspicions were entertained at the time as to the causes of these two conflagrations. Hundreds of children are educated in the School.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

Immediately outside St. John's Gate is the Young Men's Christian Association building, the lower part of which is let as shops. In it are a library, reading room and lecture hall, and the building is open to the public.

JEFFERY HALE HOSPITAL

is situated opposite the Convent of the Grey Sisters, and was founded by the late Jeffery Hale, who passed his life in doing good. It is under the direction of a Board of Governors.

THE GENERAL HOSPITAL.

The General Hospital is one of the finest institutions of the kind in Canada, or the States. It is situated on the south bank of the St. Charles, not far from the Marine Hospital. The buildings are extensive, and with the gardens cover a large area. It was founded by Monseigneur de St. Valier, second Bishop of Quebec, as an asylum for incurable diseases. In 1692, it was placed under the charge of the Hôpitalière Nuns, who, in 1701, constituted a separated body from their sisters of the Hotel-Dieu.

Near the General Hospital is a wind-mill of a most old-fashioned order. It was used as a fort for the Convent. On the opposite side of the river are immense vaults, used at the time of the French for storing provisions.

THE SKATING RINK.

Just outside the city walls, on the Grand Allée is the Quebec Skating Rink, supposed to be the finest on the Continent.

THE DEPARTMENTAL BUILDINGS.

The Departmental Buildings are on the north side of the Grand Allée, and form a magnificent pile. They are constructed in the modern style of architecture, are four stories in height with a mansard roof and towers at each corner. The ventilation and drainage are good, being much superior in those respects to the buildings at Ottawa. Being erected on almost the highest part of the city, the view from the roof and upper stories is unrivalled. In these buildings are contained all the Departments of the local Government, which heretofore were scattered throughout the city.



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Novelties
Men's Fine
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OTTAWA.

THE DRILL SHED.

This is a magnificent building, erected on the south side of the Grand Allée, not far from the Department buildings. In the square opposite is the monument erected to the memory of major Short and staff Sergt. Wallick who sacrificed their lives in the St. Sauveur conflagration in 1890 when several hundred houses were burned.

THE LOUISE EMBANKMENT AND DOCKS.

These Docks are now complete, and have been opened to shipping since May, 1890. They are situated on the Point formed by the confluence of the River St. Lawrence and St. Charles ; being bounded on the North by the St. Charles River and on the East by the St. Lawrence ; the principal business portion of the City forming the remaining sides—The Docks consist essentially of an outer or tidal Harbour, having a water area of about twenty (20) acres and a general depth of between 26 and 27 feet of water at low water Spring Tides ; with a Quay frontage of 2860 feet. Immediately along the face of the Embankment Quay Wall, the depth of water is 24 feet ; but a vessel by standing out ten feet from the wall can obtain a depth of 26 feet.

Spring tides raise eighteen (18) and neap-tides twelve ($\frac{1}{2}$) feet ; the average rise of tide being fifteen (15) feet ; but as the tide rarely falls to within one and one-half ($\frac{1}{2}$) feet of the low water datum, the depth of water in the Tidal Basin is virtually greater than that given by the above mentioned depths. The inner or wet dock has a water area of about 40 acres, and a general depth of water of 27 feet ; and a Quay frontage of 3700 feet.

Vessels wishing to enter the Inner or Wet Dock can do so twice in the twenty-four hours, the gates being opened for a couple of hours at each time of high water, to permit of the exit and entrance of vessels.

THE EMBANKMENT AND CROSS-WALL.

The Embankment is about 4000 feet long, and 330 feet wide, and the Cross-Wall 800 feet long and 150 feet wide.

On the Embankment are four lines of Railway tracks, connecting with the Canada Pacific, Lake St. John, and Quebec, Montmorency & Charlevoix Railway Company's systems, giving ample facilities for the handling of all kinds of freight.

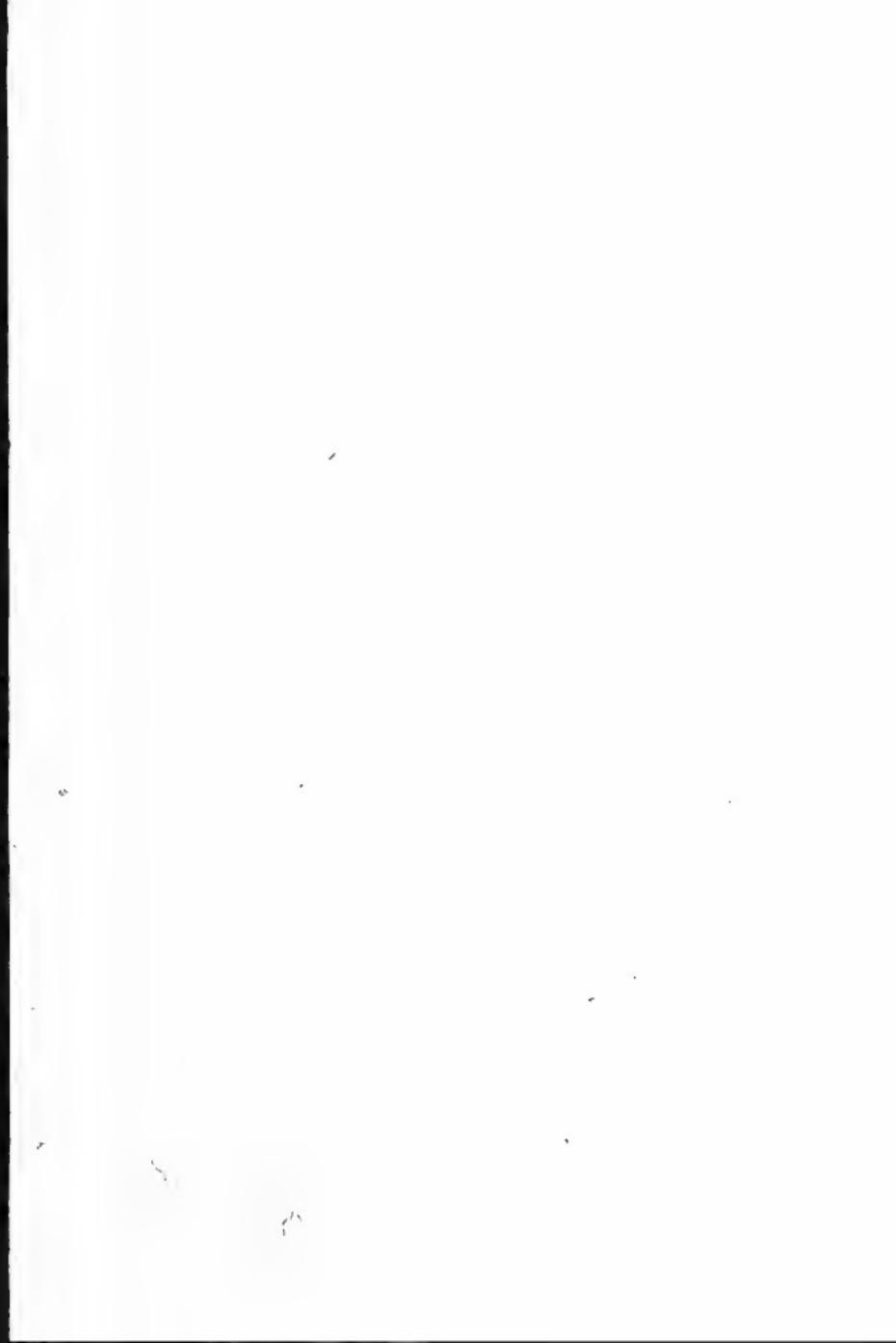
Warehouses and Freight Sheds have been erected on the Embankment and Cross-Wall, for the protection of perishable goods.

The Railway lines are so arranged, that vessels can be discharged into or loaded directly from the cars.

The Wet Dock, where the water remains at a constant level, affords, for this reason, special facilities for loading or unloading cheaply and expeditiously, into or out of the railway cars—no extra charge being made for entering this Basin. The Northern Quay Wall, facing on the River St. Charles, is for the use of river craft and the lightering of lumber and other cargoes coming down by rail.

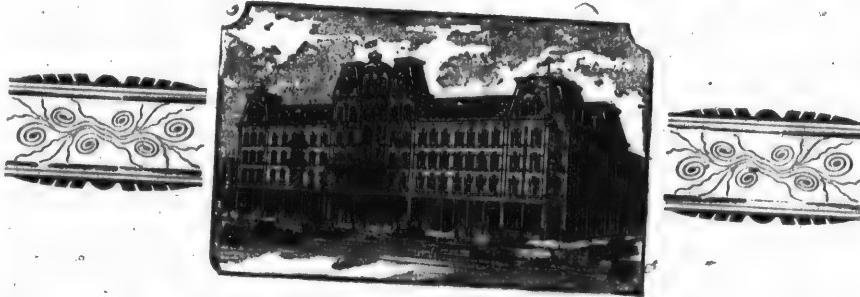
Special portions of the Embankment and Cross-Wall have been set apart for the discharging of coal, in order to avoid any interference or interruption to either business from this cause.

Large areas on the Embankment have been reserved for the erection of Cattle Yards and Grain Elevators one of the latter being built at the present time ; which



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THIS MAGNIFICENT NEW HOTEL IS FITTED

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The RUSSELL contains accommodation for over *Four Hundred Guests*, with Passenger and Baggage Elevators, and commands a

SPLENDID VIEW OF THE CITY, PARLIAMENTARY GROUNDS,
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when constructed, will enable the Commissioners to provide additional trade facilities. The entrance to the Tidal Basin is 200 feet wide; so that the largest vessels now navigating the St. Lawrence can enter without difficulty.

These Docks are in the immediate vicinity of all the principal Shipping Offices, Banks, and business portion of the City and are lighted throughout by Electricity.

THE CUSTOM HOUSE.

Near the Commissioners' Wharf is the Custom House, a fine building of Doric architecture, built of cut stone, and whose front faces the St. Lawrence, with steps leading down to the water edge. It was built in 1854, consumed by fire in 1864 and shortly afterward rebuilt.

THE GATES.

Much that is interesting and ancient in Quebec has in the last few years disappeared. The old gates, which excited the curiosity of the traveller, have been levelled and the fortifications and walls of the city, which then bristled with cannons and were patrolled night and day by the vigilant sentinel, have changed the warlike appearance to peaceful promenades. St. Lewis and St. John's gates were the most ancient, having been erected in 1694 and rebuilt in 1791. The former has given place in our days to the Dufferin gate and its former zigzag approaches straightened to a broad thoroughfare. St. John's gate, which had formerly but one narrow archway, was also demolished and rebuilt in 1865. Kent Gate was built to ornament a new thoroughfare through the city walls. Palace Gate was also erected under the French domination, and was raised in 1791 by the English and replaced in 1631 by a handsome gate with three arches, which now has also disappeared. Hope gate was built in 1786 by Colonel Hope, then commandant of the forces and administrator. It was also demolished in 1874. Prescott gate was erected in 1707 and has followed the fate of the others.

In 1827, under the administration of the Earl of Dalhousie, were erected on the citadel the Dalhousie and the Chain Gates.

THE ENVIRONS.

There are, perhaps, but few cities whose vicinity can boast of so many natural objects of attraction as Quebec. Those scenes which, from the commanding eminence of the city reveal themselves to the spectator invested with an over-

"Distance lends enchantment to the view"

varying beauty lose none of their attraction as we approach them, but display a combination of charms fresh from the lavish hand of nature. The quiet lakes

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whose placid waters are encircled by primeval forests,—the impetuous streams rushing in a wild succession of rapids from the mountains to the St. Lawrence—and the numerous cascades in their varied forms of sublimity and beauty afford a rich treat to the lover of nature and render a summer residence in Quebec exceedingly delightful. Many of the principal objects to which we allude are within one or two hours ride from the city.

The ruins of the French works to the south west of the citadel will well repay the trouble of inspection. They appear to have extended to the brow of the cliff which overhangs Diamond Harbour, considerably beyond the present limits of the citadel. The remains of the old wall which was carried along the edge of the rock, the ramparts and a magazine may be distinctly traced by those who feel an interest in such relics. The cliff at the southern extremity is of the same precipitous character as that at the north eastern point of the citadel, and must have presented an equally impregnable front, but that fortress, as it is at present constructed, combines within its limits all the requisite features of such fortifications with the advantage arising from a less extended line of works. A good position is here afforded for inspecting the exterior of the fortifications, which present from the glacis an appearance of combined strength and beauty. On this spot specimens may occasionally be found of the quartz crystals which being mingled with the granite and slate of which the rock is composed have obtained for it the name of Cape Diamond. A wooden staircase affords at *L'Anse des Mères* a communication with the Lower Town.

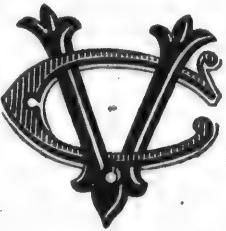
The St. Lewis and St. Foy roads, which, leaving the city on the west run parallel to each other at but a short distance until they unite at Cap Rouge, are the favorite drives in the vicinity. The St. Foy road, after emerging from St. John's suburbs, commands a very beautiful view of the valley of the St. Charles bounded in the distance by the Bonhomme and Tsounonthouan mountains, the highest of the range within view from Quebec. As the sun sinks behind them, its declining rays heighten the beauty of the landscape and in the clear frosty atmosphere of March, surmount the dark and undulating outline of the mountains with a gorgeous splendour which sets the pencil of the artist at defiance.

"—parting day
Dies like the dolphin, whom each pang imbues
With a new colour as it gasps away,
The last still loveliest, till 'tis gone—and all is gray."

But even the beautiful description of the poet fails to convey an adequate idea of the brilliant appearance of the heavens as they

"Melt to one vast Iris of the west,
Where the day joins the past Eternity."

On the left of the road, two miles from the city, is Holland House, interesting, not only from its having been the head quarters of Montgomery in the siege of 1775, but from some romantic incidents connected with the family from which it derived its name, the ashes of some of whom have found a resting place in the rear of the building. Near St. Foy church, about five miles from town, are the remains of a redoubt erected by the English on their first taking possession of Quebec.

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M. CORE, Manager.

THE
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BELMONT RETREAT.

To the north is the Belmont Catholic Cemetery and near by is Father Murphy's Bi-chloride of Gold Institute, kept by Dr. J. M. MacKay. It is one of the finest buildings of its kind and is surrounded by beautiful grounds. It has a magnificent site overlooking the river St. Charles. The landscape stretching for miles in the distance is not to be described. Here patients of the liquor habit from all parts of the Dominion and the United States, find a haven of rest and are being treated. The Institute is large, spacious and airy and has all modern conveniences, being formerly an Inebriate Asylum. The building was once occupied by General Montgomery, as was also Holland House near the city. At about one mile distant from the city is the monument, erected by the St. John Baptiste Society, to the brave who fell at the battle of the Plains in 1760. The monument is of iron on a stone base, and surmounted by a statue of Bellona, the gift of Prince Napoleon. Four bronze cannons are placed at each corner of the pedestal. The monument bears the following inscription :

Aux braves de 1760. Erigé par la Société
St-Jean Baptiste de Québec, 1860.

On the right side are the arms of England and the name of Murray, then Governor of Quebec. On the left side is the name of Levi, who commanded the French, and the arms of old France. On the opposite side is a bas relief of Dumont's Mill and the arms of Canada. This monument was inaugurated with great ceremony on the 19th of October, 1862, by Lord Monk, then Governor General of Canada, and an eloquent discourse was given on the occasion by the Hon. P. J. O. Chapoton.

LORETTE.

This Indian Village, existing within nine miles of the city, must be one of the first objects to excite the curiosity of a stranger, especially a European. Here will be found the remnant of the once powerful Hurons, who sought a refuge in the neighborhood of Quebec, after the treacherous massacre of their tribe by the Iroquois. Adopting, at an early period after the arrival of the French settlers, their

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religion and language, they preserved with rigid fidelity their friendship toward their new allies, who made common cause with them in resisting the incursions of the Iroquois, who carried their old animosity from the distant shores of Lake Huron. Since the conquest of this colony by England they have always been found both active and loyal whenever their services were required and like all other Indians of British North America, they receive annual presents from the government. Though retaining many of the characteristics of the children of the forest, in their houses and style of living they have adopted in a great measure the habits of the Canadians. The manufacture of snow shoes, moccasins, bead and bark work, affords a principal source of subsistence, aided by their fishing and shooting excursions, the moose hunt in the wild forest to the north engrossing much of their time in the winter. Their services as guides are indispensable to officers of the garrison and others in these hunting expeditions, which have been of late years unusually successful. The natives of Lorette have undergone the usual penalty among savage tribes who embrace the habits of civilized life. Their rise in the scale of civilization has been marked by a concurrent fall in that of morality. Their proximity to the capital and the interest naturally excited in strangers by the display of Indian manners have made the village but too often a scene of riot and ill-arranged merriment, but happily the efforts of the Catholic clergy have lately succeeded in restoring temperance among the men and decorum among the women. There is but one among them who boasts pure Huron blood—Zacharie Vincent, who has distinguished himself as a self-taught artist by some creditable drawings. The population, at present is over 200 souls, and exhibits an increase since 1821, when Bouchette states it to have been but 137. The village was first settled in 1697, the Hurons having previously resided at Sillery to which Seigniory they still lay claim as having been granted to them in 1651. The Indian village is beautifully situated on the east side of the St. Charles, a small bridge across the rapids just above the Fall connecting it with the *habitant* village St. Ambroise on the other side.

THE MONTMORENCY.

The wild and rapid river is said to be a continued torrent from its source in the *Lac des Neiges* till it empties itself into the St. Lawrence at the magnificent Falls which bears its name. The cataract is the most interesting of all the natural objects in the vicinity of Quebec and is seldom unvisited by tourists, however short their stay. Its unequalled height, nearly two hundred and fifty feet—with a width at the brink of nearly twenty yards—and the great body of water which rushes with incredible velocity down the head long height, acquiring as it descends a fleecy whiteness that assumes at a short distance the appearance of snow, form a combination of the sublime and beautiful which fascinates at once the mind of the spectator. It is situated in the centre of a large gap in the north bank of the St. Lawrence about 300 yards in extent, through which its waters pass in a wide and shallow stream after emerging from the chasm among the rocks at the foot of the fall. There are several points from which the view can be varied and of each of which visitors should avail themselves. On the west side a projecting rock near the aqueduct affords a good view of the falls which it overlooks in its descent. The visitor should then cross the wooden bridge just above the cataract and passing through some fields he will obtain a very beautiful view at a little distance on the east side. But to be fully impressed with the height and grandeur of the falls it is necessary to descend the bank on either side and at the foot of the mighty torrent obtain an unbroken view of its sublimity. A ceaseless spray curls up around the falling waters and when the rays of the sun fall upon its delicate veil the magic

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effect of the sunbow invests the scene with an additional charm. Here amid the 'roar of waters' the words of the poet must often be recalled.

— "but on the verge,
From side to side beneath the glittering morn,
An Iris sits, amidst the infernal surge,
Like Hope upon a death bed, and, unworn
Its steady dyes, while all around is torn
By the distracted waters, bears serene
Its brilliant hues with all their beams unshorn :
Resembling, mid the torture of the scene,
Love watching Madness with unalterable mien."

The distance from the city is eight miles, the road passing through the village of Beauport which bears the appearance of a continuous street from the church to the falls, a distance of more than three miles. In the winter the road across the bay reduces the distance to six miles. At this season the spray congeals as it descends upon a rock in front of the falls and forms an ice mountain, which increases gradually until it attains nearly half the height of the cataract. Some smaller cones are in general formed near it, but their height and form are varied according to the peculiarities of the season as regards the action of the wind and frost. The falls are greatly resorted to in the winter for the amusement of sliding down the cone with the *toboggan* or Indian sleigh. On the hill close to the falls is a house which was formerly the abode of the late Duke of Kent.

On ascending the west bank of the Montmorency about a mile from the falls the lime stone rocks through which the river rushes with irresistible force assumes the singular appearance known as the *Natural Steps*. On the east side the perpendicular rock surmounted by the wood rises considerably above the level of the opposite bank, where the action of the water when the river is at its height in the spring, has produced a series of steps which rise in as regular gradation as if the result of art. Here the great declination of the bed of the river, the narrowness of its channel and the obstruction it meets with from the projecting rocks causes a succession of rapids which rise and swell with tumultuous violence. The Montmorency is much frequented by the lovers of angling and presents many stations in its course where the attention of the sportsman is divided between his art and admiration of the wild scenery around him. It is in general necessary to wade while fishing in this river, and the proverbial coldness of the stream, its continued rapids and the slippery surface of the rocks demand no little energy for the occasion. The *Sable* a few miles up the river may be indicated as the first spot worth stopping at. This is followed by the *Three Falls*, the *Prairie* and *L'Islet* which are very much fished by the habitants in the neighborhood. Then in regular succession at short distances from each other are found a number of fishing places distinguished as follows:—Falle Basse, Canoe, near Gordon's Mill, Petite Roche, Grand Rocher-near Johnson's Mill, Grande Roche, La Broue, Pêche à Roussin, Pêche aux Sauvages, Sable, near Graham's ~~Roche~~ Fondu and Cap.

THE FALLS.

The Chaudiere Falls and the Falls of Ste. Anne situated a few miles out of Quebec, the former on the Chaudiere river on the opposite shore and the latter near the famous Shrine of Ste. Anne, are well worth a visit.

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THE LAKES.

There are also some very beautiful lakes within a short distance of the city, which offer many allurements to the visitor, and which may be reached by carriage or train. Among the most famous are Lakes Beauport, St. Charles, Calvaire, St. Joseph or Ontariestsi and Sargent.

THE ISLAND OF ORLEANS.

This Beautiful island is one of the most interesting objects in the prospect from the city. Its well cultivated fields sloping to the water's edge are charmingly contrasted with the dark forest that covers its high banks. It serves as a shelter to the bay on the east where it divides the river into the north and south channel, the distance across the bay from the city being nearly four miles. The length of the island is nineteen miles and its greatest breadth about five and a half. It contains five parishes, with a population of nearly five thousand souls.

THE HERMITAGE.

This romantic appellation has been given to a river in the forest at Bourg Royal about seven miles from Quebec. Those who are led from its designation to anticipate a picturesque pile on which the effacing fingers of time have shed additional interest will be rather disappointed when they find but the stone walls of a substantial dwelling house. But its chief interest is derived from the tale of love and jealousy with which it is associated. This invests its isolated situation with the principal attraction in the eyes of visitors who recalling the fatal legend, "inly ruminante the danger" of indulging to excess those fatal passions. In the early part of the last century M. Bégon the Intendant selected this spot for the residence of a lady whom he found it necessary to protect from the watchful jealousy of his wife. But time revealed to the injured wife the clue to this fatal bower when the tragedy of Eleanor and Rosamond was enacted again, the life of its hapless occupant being sacrificed to the fury of her rival if we are to credit the account which tradition has handed down to us.

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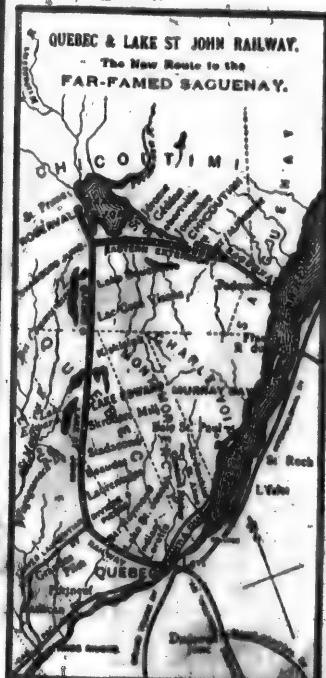
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OPENING OF THE CHICOUTIMI EXTENSION.

THE NEW ROUTE TO THE FAR-FAMED SAGUENAY.



The Eastern Extension of this railway from Lake St. John to Chicoutimi will be completed and in operation by 1st July next.

This is a very important addition to the system, by which tourists will be offered a round trip, namely: from Quebec to Lake St. John and thence to Chicoutimi by rail, and down the Saguenay and back to Quebec by water, by the well known steamers of the Richelieu and Ontario Navigation Co.

It is no exaggeration to say that this trip for grandeur of scenery is unequalled in America.

The proposed arrangements for passenger service to the Saguenay commencing on the 1st, July, 1893, will be as follows:

Passengers will leave Quebec at 8.30 A.M., daily, except Sunday, arriving at Roberval, Lake St. John (190 miles), at 4.50 P.M. The train runs to the door of the new and magnificent Hotel Roberval, which has accommodation for 300 guests, and is equipped with luxurious furniture, hot and cold water baths, electric light, and every convenience of a first class city hotel. Here the traveller can enjoy an excellent dinner and a comfortable night's rest. And, if he does not desire to make a longer stay, he may take the train early next morning for Chicoutimi. The run to that town (64 miles) will be made in two hours and a half, over a well finished, well ballasted road, built in the most substantial manner, and thoroughly equipped. Two trains, each way, daily.

Trains will run to the steamboat wharf, at Chicoutimi, connecting with the magnificent Saguenay steamers of the Richelieu and Ontario Navigation Co., which, by special arrangement with the railway, will leave Chicoutimi daily, except Monday but including Sunday, in July and August, 1893, on the arrival of the train from Roberval. The run down the Saguenay will be made by day light, the steamer reaching Rivière du Loup at about three in the afternoon, where

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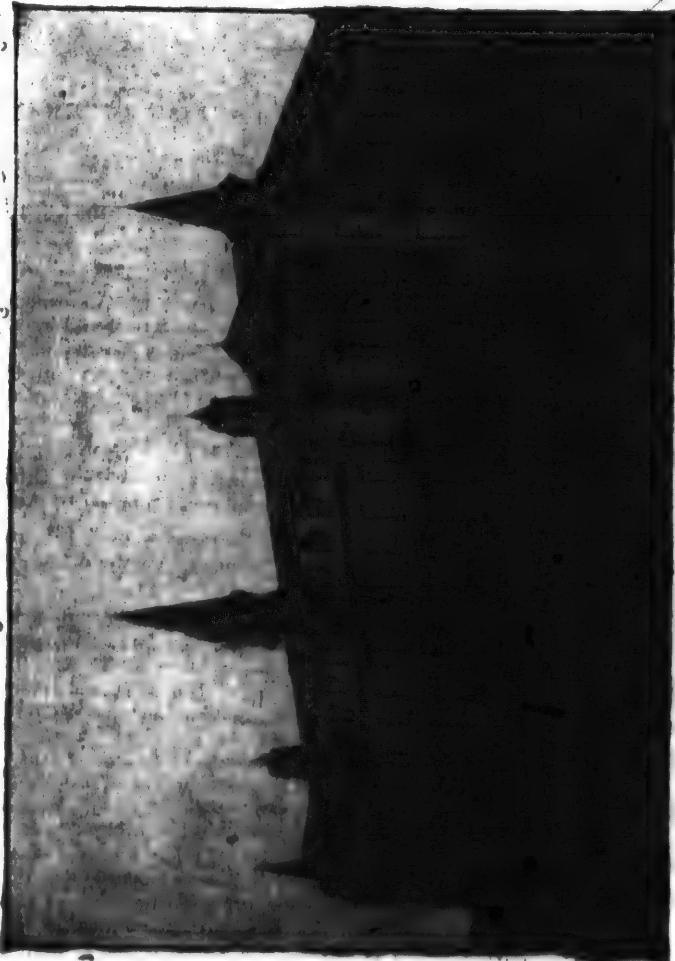
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HOTEL ROBERVAL.



HOTEL ROBERVAL.

passengers may either drive to the Cacouna Hotel, or take trains for points on the Intercolonial Railway, or go on by steamer to Murray Bay and Quebec.

A longer stay at Roberval is however advised, in addition to excellent hotel accommodation, Lake St. John and the country surrounding it offer innumerable attractions.

The Hotel Roberval is run in connection, and is in daily communication, by steamer, with the "Island House," a new and commodious hotel built on an island of the Grand Discharge of Lake St. John, in the center of "Ouananiche" (fresh water salmon) fishing grounds.

These hotels control the fishing rights of Lake St. John and tributaries, all of which are free to their guests.

The railway, from Quebec to Roberval, runs through a country of unsurpassed panoramic magnificence, which has been appropriately named the "Canadian Adirondacks."

The climate of Lake St. John is beautiful, and has been pronounced by leading physicians to be very beneficial for invalids. A substantial, elegantly equipped steel framed steamer, the "Mistassini," with a capacity for 400 passengers, runs on Lake St. John, especially for the service between Hotel Roberval and the fishing grounds of the Grand Discharge. Besides this most popular resort at the Northern end of the road, there are numerous other places on the line, such as Lake St. Joseph, St. Raymond and Lake Edward (the latter famous for the finest trout fishing in America), which are fully described in the folder, in a beautifully illustrated guide book, and in the several books and pamphlets issued by the company, copies of which are mailed free to applicants.

Passengers preferring to return to Quebec by rail may leave Chicoutimi daily, except Sunday, in the afternoon, and Roberval daily, except Saturday, at 8.30 P.M., arriving at Quebec at 6 A.M., daily except Sunday.

All day trains are equipped with elegant parlor cars and night trains with comfortable sleeping cars. Upwards of a million dollars have been expended in improving the main line since it was opened for traffic from Quebec to Roberval, in the way of reducing grades and curves, additional ballast, new rolling stock, and in terminals at Quebec, and we can safely say that the road is one of the best finished and equipped lines in Canada.



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Although ancient in many of her architectural buildings Quebec can boast of a great many buildings that surpass in beauty, grandeur and progressiveness, any on the continent. The above illustration is a view of a new warehouse lately, erected by the large wholesale dry goods firm of Messrs. P. Garneau, Fils & Cie., and has been termed, the finest structure of its kind in the Dominion of Canada. It rightly deserves the compliment and stands pre-eminent in the mercantile community, in the lower part of the town.

The site on which the massive building stands, is one of the most striking and commanding in the city. It is 96 by 81 feet. The warehouse, which is composed of granite and iron, presents a bold front, and runs six stories high. The outer portals of the entrance are composed of iron and wood, and impart to the noble structure an idea of strength and durability, which we may state, is everywhere observable as the visitor pursues his investigation inside.

On entering the building, one cannot help being struck at the beauty, simplicity and taste which are displayed on every hand. A handsome oak staircase, leading to the upper flats, confronts the spectator, and next to it are the toilet and coat room for the employees. After climbing five flights of stairs, or going up in the elevator, and viewing the immense assortment of goods on each story, one reaches the cupola which supplies a splendid view of the harbour and the River St. Charles, while from the roof, which is covered with zinc plate, a commanding picture of the city and district, meets the eye at every turn. The woodwork throughout the building is composed entirely of ash. The movable furniture is of elm, well seasoned and carefully selected, not a knot or a blemish being visible.

This building, while purely a business investment of Messrs. P. Garneau, Fils & Cie., is well worth a visit, as its site commands a view that the stranger will not have an opportunity of seeing from any other point.

AMERICA'S SCENIC LINE

The Richelieu & Ontario Navigation Co.

Owning and operating the
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From Toronto to Montreal, Quebec and the Far-famed Saguenay
PASING THROUGH THE CHARMING SCENERY OF THE
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TORONTO-MONTREAL LINE The fine iron Steamers "Spartan," "Corsican," "Passeport" and "Algerian," leaving Toronto daily (Sundays excepted) at 2 p.m., arriving at Montreal 6.30 p.m. the following day, calling at Bowmanville, Port Hope, Cobourg, Kingston, Clayton, Round Island, Thousand Island Park, Alexandria Bay, Brockville, Prescott and Cornwall, and connecting at Montreal with steamers for Quebec and the Saguenay. This service will commence about June the 1st and end September 30th.

KINGSTON-MONTREAL LINE "Columbian" and "Bohemian." Those steamers are in addition to the regular line from Toronto and leave Kingston daily (except Sunday) at 5.15 a.m., making connections with Grand Trunk and Canadian Pacific Railways at Kingston, and Rome, Watertown & Ogdensburg at Clayton, calling at Round Island, Thousand Island Park and Alexandria Bay, arriving at Montreal at 6.30 p.m., and making close connections with steamers for Quebec and the Saguenay.

MONTREAL-QUEBEC LINE The palatial iron steamers "Quebec" and "Montreal" leaving Montreal daily (Sundays excepted) for Quebec, and calling at intermediate ports, reaching Quebec the following morning.

MONTREAL-SAGUENAY LINE Composed of the magnificent iron steamers "Carolina," "Canada" and the "Saguenay," the two former leaving Montreal Sundays, Mondays, Wednesdays and Thursdays, upon the arrival of the Western Steamers, for the Saguenay without change. The steamer "Saguenay" leaves Quebec on Wednesdays and Saturdays at 7.30 a.m. for the Saguenay, calling at usual ports, the three steamers forming a daily line between Quebec and the Saguenay.

TICKETS and information may be obtained from the principal Railway and Ticket Offices throughout the United States and Canada. Staterooms can be secured upon application to

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GENERAL OFFICES : 228 ST. PAUL STREET, MONTREAL.

Richelieu & Ontario Navigation Company.

INFORMATION FOR TOURISTS

VISITING THE

RIVER SAGUENAY.

There are many objects of interest to note in making this excursion. In leaving Quebec, there is a fine view of the city and harbor from the promenade deck of the steamer. Cape Diamond, with its citadel and battlements, the city surrounding same on all sides, its domes and spires, the ramparts and batteries crowning this thriving town, the fertile plains of Beauport in the foreground, lend an enchantment to the sight seldom found ; also the harbor improvements ; the Louise Tidal Basin, the largest on this continent. Looking across on the south side, opposite Quebec, there stands the growing town of Levis, of about 30,000 inhabitants, being the terminus of the Grand Trunk Railway, the Quebec Central, and Intercolonial Railways ; the terminus also of the Royal Mail Ocean Steamers. A little back of the town stands the celebrated fortifications built by the imperial government. There is also a graving dock, the most extensive in size in America. The "Montmorenci Falls" charm the beholder as the steamer swiftly glides by. Then turning from the city, we see the island of Orleans, which Jacques Cartier in 1535 christened the "Isle of Bacchus," so called from the luxuriant growth of its wild grape-vines. It is situated nine miles below Quebec ; it is twenty miles in length, and six in its greatest width. There are several villages scattered over its surface ; its soil is very fertile ; it rises to a considerable elevation at its western extremity, the high land being fully 350 feet above the water level. There are numerous Catholic churches and one Protestant. The total population of the island is between 6,000 and 7,000. A ferry steamer plies regularly between the city and the island.

CAPE TOURMENT.

As soon as the Isle of Orleans is passed, this cape is well seen ; it rises to an altitude of about 2,000 feet. On the highest elevation a cross was erected in 1610, which was replaced by a small chapel erected in 1870. Below this island the water commences.

GROSSE ISLE

is now seen in full view ; it is noticeable as being the quarantine station for Quebec. Many islands are now passed of remarkable scenic beauty, and very fertile, and are renowned for the quantity of game of all sorts which flock to them in season. At this point the river widens considerably, and ere long has reached such a width as to render its shores almost invisible from the deck of the steamer. Passing onward, we view Baie St. Paul and Isle aux Coudres, which is remarkable for its rich iron mines. All along the route the river presents one continuous panorama of the wildest scenery, only second to the noble Saguenay River.

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Shortest Route to all Principal Points on the Continent

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10,000 Tons. 12,000 H.P.	8,000 Tons. 10,000 H.P.	8,000 Tons. 10,000 H.P.
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25 St. Louis St., QUEBEC, CANADA.

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can, after an excursion shore, find them on the heights private seaside can enjoy the beauties are two very fine

Leaving the and in less than

which is at the mouth. There is a fine harbor with every convenience amusement of visitors numerous small towns Etienne, on the S. Visitors can be sure to the Saguenay and the season. There and Murray Bay, those places is a number of villages Dufferin, now owned.

Tadoussac is in of the French settle...

MURRAY BAY

is now reached, a favorite watering-place of the Lower St. Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. This is a favorite summer resort for the fashionable world and also for families, the accommodation being unsurpassed—comfortable hotels, well-furnished and well-arranged boarding-houses, also numerous cottages which are rented to visitors. Here also is a valuable mineral spring, whose waters are highly recommended to invalids; it possesses also good bathing and fine bracing air. It is renowned as a sporting-place both for anglers and field sports, surrounded by numerous lakes, all well stocked with the reputed trout usually supplied on board the company's Saguenay steamer. Some miles below Murray Bay,

THE PILGRIMS.

are seen. They consist of a remarkable group of rocks which from their height are visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays, owing to the rocks being sparsely covered with vegetation. Steaming across the river,

RIVIERE DU LOUP

is reached, situated on the south shore. Connection is made with the Intercolonial Railway. Tourists to or from the Atlantic States or Provinces, via Halifax or St. John, take leave of us here. Those desirous of visiting the far-famed watering-place of

CACOUNA

can, after an exceedingly pleasant drive of about six miles, bordering the sea shore, find themselves in a fashionable resort containing a splendid hotel, situated on the heights crowning the renowned Cacouna Bay. There are also numerous private seaside cottages. The bathing is very good. The lover of Nature will enjoy the beautiful effect of a June or July sunset as seen from here. There are two very fine water-falls at Rivière-du-Loup.

Leaving the wharf, the boat points her course again to the opposite shore, and in less than two hours we find ourselves at

TADOUSAC,

which is at the mouth of the far-famed Saguenay. This is a very pleasant spot. There is a fine hotel at the head of the Bay which will accommodate 150 guests, with every convenience, and in connection with it all kinds of sports for the amusement of visitors. Within three or four miles in the interior there are numerous small lakes abounding with trout, and between Tadoussac and St. Etienne, on the Saguenay River, there is very good sea-trout fishing—free to all. Visitors can be supplied with boats and guides. The company's issue of tickets to the Saguenay affords ample time for tourists to lay over. Tickets are good for the season. There are numerous lakes also around Baie St. Paul, Ha! Ha! Bay, and Murray Bay, where fine trout fishing can be had. The accommodation at those places is very good. The bathing at this place is very superior. A large number of villas have been erected, including one built by His Excellency Earl Dufferin, now owned by Sir R. Cameron, of New York.

Tadoussac is interesting from its having been from an early period the capital of the French settlements, and one of their chief trading-posts. The great white

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Tourist Fares with endless varieties of routes during summer season.

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Pax, Agent.

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hotel throws its shadow over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn still preserved in all the simplicity of its time. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the River Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins. Getting aboard again, we now really enter the justly renowned Saguenay. At every turn of the boat some new attraction is discovered : our eyes are strained that we may catch a glimpse of all the magnificent grandeur that now bursts upon us.

THE SAGUENAY RIVER

is unquestionably one of the most remarkable rivers of the continent. Its waters are very clear, and abound in a great variety of fine fish. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrdden wilderness. This wonderful river seems one huge mountain, rent asunder at remote ages by some great convulsion of Nature. The shores are composed principally of granite, and every bend presents to view an imposing bluff. The capes show a long perspective of steps, high mountain walls, divided by gullies.

CAPES ETERNITY AND TRINITY

are worthy of note. The first rises to a height of 1,900 feet, and the other 1,800 feet. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, with Cape Eternity showing its triple crown facing the bay, its triple steps leading up from the river, the cross and the statue of the Holy Virgin, recently erected on the mountain, and the immense precipice rising out of the water,—we are sure no visitor would regret it. The steamers shut off steam when approaching these capes, and the captain shapes his course to give the passengers the best view. The echo produced by blowing the steam whistle is very fine. The water is said to be over 1,000 feet deep at the base of the rocks. Cape Eternity is by far the most imposing. Nothing can surpass the magnificent salmon fishing of the Marguerite and other streams. As the boat glides up the River Saguenay,

HA ! HA ! BAY

is reached, which is sixty miles from its mouth. It is a magnificent bay. The name arises from the circumstance of early navigators, who, not finding landing and anchorage until reaching this bay, at last broke out laughing, Ha ! Ha ! when touching bottom with their anchors. Good fishing and first-class hotel accommodation can be had here. The fine views of the magnificent bay and the surrounding scenery are truly grand.

The journey ends at

CHICOUTIMI

the most important part of the Saguenay, at the head of the navigation, situated about seventy miles from the St. Lawrence. The town numbers about 3,000 souls, is built along the right shore of the river; numerous saw mills are at one end, and at the other the commanding cathedral seminary, convent, and the Bishop's Palace. From this place the return journey commences, and passes over again all the glorious scenes which we had before enjoyed.

This beautiful trip is easy of accomplishment. The fine comfortable steamers Carolina, Canada and Saguenay are running regularly to Ha ! Ha ! Bay and Chicoutimi during the pleasure travel, and one steamer during the whole season of

THE MONTMORENCY ELECTRIC POWER COMPANY

QUEBEC

As owners of the valuable property known as the Falls of Montmorency, which are 275 feet in height and about six miles distant from the City of Quebec, the above Company proposes to offer power from the water fall and electric power for motive purposes, at low rates and on the most liberal terms, to manufacturers and all others requiring it, as well in and around the city, as in the immediate neighborhood of the famous cataract itself.

At present, the power of the Falls is utilized for lighting the city of Quebec and operating the mills of the Montmorency Cotton Company and Workshops; but the additional amount obtainable from it is very great and its possibilities for profitable manufacturing immense.

Liberal inducements are held out therefore to all wishing to avail themselves of such valuable facilities and, particularly, to manufacturers desiring to locate on the Company's property, which is not only conveniently situated, but very extensive, consisting of about 275 acres extending up the river Montmorency and for over a mile in the harbour of Quebec. The line of the Quebec, Montmorency and Charlevoix Railway passes through the property in close proximity to the Falls, thus affording regular, easy and rapid communication with the city.

The situation of the property is also extremely healthful and beautiful, commanding one of the finest views around Quebec and containing among other delightful residences, Haldimand House, formerly the summer seat of H. R. H. the late Duke of Kent, Her Majesty's father.

For further information apply to the

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S. MOHR, General Manager.

COMPANY

navigation. The pleasure seeker will experience all the comfort and accommodation necessary for the full enjoyment of such a trip. After leaving Chicoutimi and steaming up the river, we arrive at

QUEBEC.

The traveler on his return, if time permits, ought to take a rest at Quebec, visiting churches, picture-galleries, the University, the Citadel, the timber coves, the Plains of Abraham, the Terrace, Spencer Wood, and Cap Rouge, also the extensive harbor improvements, and the graving dock at Levis. These are all favorite resorts, and the drives to them can hardly be surpassed in beauty, while they are replete with interest to the student and tourist.

THE THOUSAND ISLANDS.

These Islands commence near Kingston and extend downward to Brockville, a distance of over 50 miles. They form the most numerous collection of river Islands in the world, are of every imaginable shape, size and appearance, some being mere dots of rock a few yards in extent, others covering acres thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times the steamer passes so close to these islands that a pebble might be cast on their shore; while, looking ahead, it appears as though further progress was effectually barred, when, rounding the points amid widening passages and bays, the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found. Angling is considered very good, and one of the best places on the St. Lawrence, from the great quantity of the fish. The Islands are becoming famous as a summer resort by the great monied men of the United States, numerous handsome villas having been erected thereon, and other improvements going on increasing every year.

THE SAGUENAY.

It is a river one should see if only to know what dreadful aspects Nature can assume in wild moods. On either side rise cliffs varying in perpendicular height from 1,000 to 1,900 feet.

This beautiful trip is easy and reasonable in expense. The places of summer resorts are Murray Bay, Cacouna and Tadoussac. At this latter place the Hotels will be open for guests early in the season. The steamers of the Richelieu & Ontario Navigation Company do this service six times a week to Chicoutimi (see local time table) during the traveling season, and Chicoutimi is the last port at the head of the Saguenay River. This description completes the

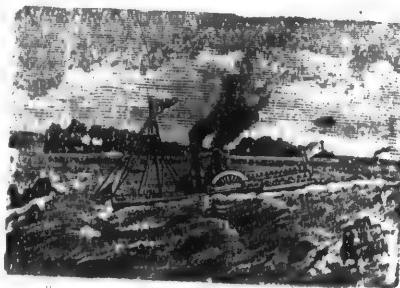
GREAT PLEASURE ROUTE.

There is probably no route in the known world presenting more attractions to the tourist than that from Buffalo to Montreal, Quebec, and the Saguenay via Niagara Falls and Toronto, and by steamer, downwards through Lake Ontario, the Thousand Islands, and the famous Rapids of the St. Lawrence, Montreal, Quebec, and the far-famed Saguenay, all combining to make up more of the wild, romantic, and sublime than can be found in the same number of miles in almost any traveled route.

The Great Tourists' Route of America

THE GRAND TRUNK RAILWAY THE POPULAR LINE.

A SHORT DESCRIPTION OF VICTORIA BRIDGE, THE NIAGARA SUSPENSION BRIDGE AND THE ST. CLAIR TUNNEL, AND OTHER CONNECTIONS AS PASSED IN TRAVELLING BY THAT POPULAR ROUTE TO THE WORLD'S FAIR GROUNDS.



RUNNING THE LACHINE RAPIDS.

reached by its immediate connections, and hence the facilities it offers to tourists are such as are afforded by no other line, and have given it the title of "The Great International Tourist Route." The Grand Trunk traverses a country which presents an almost endless diversity of scenery, renders it a popular thoroughfare with the travelling public at this busy season of the year, when the World's Fair travel is so great and which the GRAND TRUNK has made every facility for handling the immense travel between Quebec, Montreal and other Canadian cities to the World's Fair Grounds (note page advertisement).

Should the readers of these pages be asked to name the most popular pleasure resorts of America, the first, on which there would doubtless be entire unanimity, would be the great Cataract which attracts visitors, not only from all parts of America, but from over the Atlantic, to gaze on the majestic waterfall, the sight of which has inspired the pen of many a poet, and the pencil of multitudes of artists, but to which neither pen nor pencil can do more than faint justice, inspiring though the sight of its mighty waters may be.

It may be of interest to the reader to note that the City of Chicago, the site of the Great World's Columbian Exhibition, is the Western Terminus of the GRAND TRUNK SYSTEM, which is a continuous railway line from Quebec, Montreal, and all other cities in Canada to Chicago, and hence presents unusual facilities to visitors to the Great Fair. It may not be amiss, however, in this connection to call attention to the fact that many of the celebrated well-known resorts on the American Continent are on the line of the GRAND TRUNK RAILWAY or

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NIAGARA FALLS

REACHED BY THE GRAND TRUNK SYSTEM.

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Over a precipice one hundred and sixty-four feet in height, the waters of Lake Erie come tumbling in one grand plunge on their way to Lake Ontario. A grander spectacle is not to be seen on the American continent, if in all the world. Waterfalls there are of greater height, but the immense volume of all the upper lakes, with the sheer descent in one unbroken plunge, give a sublimity to Niagara that height alone cannot impart. The rapids above the Falls, the deep gorge below through which the river flows, and the many points of observation from which the scenery may be viewed, all conspire to render this resort the most celebrated on the continent. To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand spectacle. One of the most graceful of modern English writers, Charles Dickens, describes his feelings on first beholding Niagara, in his "American Notes," and probably no description has been more widely read or more frequently quoted. He says: "At length we alighted : and then for the first time, I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half-melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing, with two English officers who were crossing and had joined me, over some broken rocks, deafened by the noise, half-blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great heights, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen



SUSPENSION BRIDGE, NIAGARA FALLS.

river immediately before the entaracts, I began to feel what it was : but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock, and looked down upon great Heaven, on what a fall of brightness !—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquility, calm recollections of the dead, great thoughts of eternal rest and happiness ; nothing of gloom or terror. Niagara has alone stamped upon my heart, an image of beauty ; to remain there changeless and indelible, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days we passed on that enchanted ground ! What voice spoke from out the thundering water ; what faces, faded from the earth, looked out upon me from its gleaming depths ; what Heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the changing rainbow made !"

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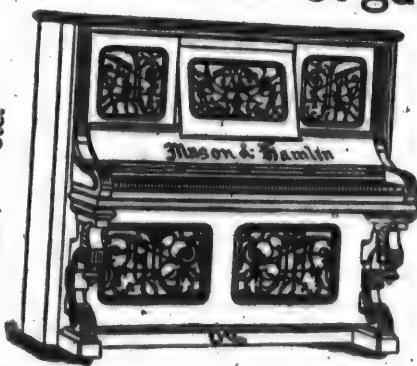
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THE RICHMOND AND DANVILLE FAST MAIL, another LIMITED train, leaves New York at midnight, making the run in corresponding quick time.

In addition to above are other fast trains unequalled by any route. Through Pullman Sleepers now in service between NEW YORK and COLUMBIA, S. C.; AUGUSTA, Ga.; ASHEVILLE, N. C.; MEMPHIS, Tenn.; BIRMINGHAM, Ala.; MONTGOMERY, Ala.; MOBILE, Ala., and all the important points in the South and Southwest.

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only 39 hours.

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Through
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P. Agt.,

Niagara Falls is admitted to be the greatest natural wonder in the world. It is the first objective point for tourist travel from the West; is 517 miles eastward from Chicago, and 182 miles from Port Huron. It is the eastern terminus of the Great Western Division of the Grand Trunk Railway. The Niagara River below the Falls is spanned at this point by Suspension Bridge, justly ranked as one of the great bridges of the world. The height of the railway tracks above the water is 258 feet. The length of the bridge between towers, 822 feet.

The chasm spanned by the bridge being considerably narrower than the bed of the river above, the current is greatly accelerated, and the water rushes through the gorge with tremendous force, and is thrown into violent commotion. Although the depth of the stream is estimated at 250 feet, the force of the current is such as to elevate the water from ten to forty feet. This is accounted for when we consider that the estimated weight of water passing over the Falls every hour is over one hundred million tons, and that this volume of water must find its way through a channel only about three hundred feet wide.

THE ST. CLAIR TUNNEL

BUILT BY THE GRAND TRUNK RAILWAY CO.

Crossing a navigable stream with a railway train is at best attended with difficulties; and when that stream is a broad artery of inland commerce, rendering a bridge impracticable, a railway ferry is the usual alternative. This, also, has its drawback, especially when the stream is choked with ice, either solid or broken. The Grand Trunk System has for many years been wrestling with the difficulties incident to crossing between Sarnia and Port Huron, until the necessities of a better method compelled the construction of the marvel of engineering skill known as the famous St. Clair Tunnel, which is, in some respects, the most remarkable in the world. It is appropriately termed, "the link that binds two great nations," and over it flow all the waters of the Great Lakes, which later tumble over the cliff at Niagara Falls, and eventually reach the Atlantic as the majestic St. Lawrence River.



ST. CLAIR TUNNEL.

A few statistics,—only a few,—as of special interest, may be given here. The length of the tunnel proper is 6025 feet, and of the open portals or approaches, 5,003 feet additional, or more than two miles in all—the longest submarine tunnel in the world. It is a continuous iron tube, nineteen feet ten inches in diameter, put together in sections as the work of boring proceeded, and firmly bolted together, the total weight of the iron aggregating 56,000,000 pounds.

The work was commenced in September, 1888, and it was opened for freight traffic in October, 1891; a little more than three years being required

ROBERVAL HOTEL AND ISLAND HOUSE.

The hotel Roberval is a handsome building overlooking the lake, and close to both the steamboat landing and the hotel station of the railway. It has accommodation for three hundred guests, and is one of the most commodious as well as one of the most comfortable houses in Canada. It is supplied with billiard room, bowling alley, and a promenade, ball, and concert hall, and its dining hall measures seventy by thirty-five feet. The furnishings are all quite new and exceedingly handsome, and the house is supplied with hot and cold water and with electric light and bells throughout, even the grounds surrounding it being illuminated by electricity at night. The outdoor attractions are lawn tennis, croquet, fishing, bathing, boating, and driving. (See cut of Hotel.)

The steamer "Mistassini" crosses daily, from Hotel Roberval to the Island House, a hostelry built on an island of the Discharge, in the midst of the most magnificent scenery, specially for the accommodation of anglers and tourists. It is also well supplied with guides and canoes, is under the same management as the Hotel Roberval, and has accommodation for nearly a hundred guests.

H. J. BEEMER,

T. MCKENNA, Manager.

PROPRIETOR.

for its completion. Passenger trains began running through it December 7, 1831. The work was begun at both sides, and carried on until the two sections met in mid-river, and with such accuracy that they were perfectly in line as they came together.

The rails of the track rest upon cross-ties, only six inches apart, laid on stringers, which in turn rest upon a bed of brick and concrete, filling the bottom of the tube.

The engines used to pull the trains through the tunnel and up the steep grade after emerging, are the largest in the world, having ten driving wheels and weighing nearly 200,000 pounds. The boilers are 74 inches in diameter, the fire-boxes 132 $\frac{1}{2}$ inches long and 42 $\frac{1}{2}$ inches wide, and the cylinders are 22 inches in diameter with 28-inch stroke. These monster engines were built especially for this service by the celebrated Baldwin Locomotive Works, of Philadelphia, Pa.

The cost of this great tunnel was \$2,700,000, and when it is understood that 4,000 cars can be daily moved through it, and this is contrasted with the slow and laborious transfer by ferry, it will readily appear that the enormous expenditure was one which will yield a quick and profitable return. The honor of promoting the enterprise is due to Sir Henry Tyler, of England, President of the Grand Trunk Railway, and he was ably assisted by Sir Joseph Hickson, late General Manager, and the engineer, Mr. Joseph Hobson. The success of the undertaking having been demonstrated, it is now proposed to construct another by its side, to accommodate the increasing traffic, thus providing a double track, the one for east-bound, the other for west-bound business, and placing the Grand Trunk System far in advance of all its competitors in the matter of crossing the river, which has heretofore presented so many obstacles to rapid transfer.

No one can pass through this tunnel without being impressed by the permanent character of its construction, and it will remain as a lasting monument to its projectors, and a tribute to the indomitable energy and vast resources of the Grand Trunk Railway Company, who have in this tunnel again successfully overcome nature's barriers, as they had previously done by the construction of the Victoria and Suspension bridges.



VICTORIA BRIDGE.

But among all the objects of interest, conspicuous both as a feature of the landscape and for the magnitude of its conception, is the famous tubular Victoria Bridge, which crosses the St. Lawrence, and connects the island by rail with the south shore. It is the property of the Grand Trunk Railway, and cost more than six millions of dollars. With its approaches, it is nearly two miles in length, and rests upon twenty-four piers of solid masonry, besides the abutments. The centre span is 330 feet wide, and the centre tube is 60 feet above the water. It is, altogether, a splendid triumph of engineering skill, and a credit to the company it so grandly serves. The new railway station of the said Company, in Montreal, is a model of convenience, and an ornament to the city. Its comfortable waiting rooms, for both first and second class passengers, are spacious and convenient. An elegant dining hall, serving meals and lunches at all hours, is kept in connection.

—**TO THE**—

WORLD'S FAIR!

—**VIA THE**—

Canadian

Pacific

Railway

◆ George Duncan, ◆

CITY PASSENGER AND FREIGHT AGENT.

St. Louis Hotel

And Palace Station.

